Supplied.

ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the NITED ASBESTOS COM-PANY, LT'D. LONDON. DODWELL & CO., LIMITED,

NEW SERIES No. 1423. 日九十月二十年五十二緒光 FRIDAY, JANUARY 19, 1900. 五拜禮

Intimations.

號九十月正英港香

General Managers. THIRTY DOLLARS

PER ANNUM.

Banks.

THE JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880.

CAPITAL SUBSCRIBED _.....Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED..... 12,000,000 RESERVÉ FUND

Head Office: --- YOKOHAMA.

Branches and Agencies. TOKIO. LONDON NAGASAKI. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. SHANGHAL BOMBAY. . NEWCHWANG. TIENTSIN.

THE LONDON JOINT STOCK BANK, LD. PARŔS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

LONDON BANKERS:

Hongkong Manager. Hongkong, 4th January, 1900.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai, Taels. SCESCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office : - SHANGHAL

Branches and Agencies. PÉKING. CANTON. SINGAPORE. CHEFOO. SWATOW. CHINKIANG. TIENTSIN. * FOOCHOW. HANKOW

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Trans--fers Payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities.

Bills discounted. INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

Acting Manager. . Hongkong, 21st November, 1899. ETONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE FUND\$11,000,000 RESERVE LIABILITY OF PROP'TORS,\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman, N. A. Siens, Esq., Deputy Chairmans David Meyer Moses, Esq. A. McConachie, Esq. E. Goetz, Esq. A. J. Raymond, Esq. A. Haupf; Esq. P. Sachse, Esq. R. H. Hill, Esq. The Hon. J. J. Keswick. | R. Shewan, Esq.

CHIEF MANAGER: Hongkong-Sir Thomas Jackson. MANAGER: Shanghai-J., P. WADE GARD'NER, Esq.

LONDON BANKERS -- LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 23 per Cent. per Annum, For 6 months, 33 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON,

Chief Manager. Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghal Bank to be placed on FIXED DEPOSIT at 4 PER-CENT. per annum. ... For the HONGKONG AND SHANGHAL BANKING CORPORATION,

CENT. per annum.

T. JACKSON, Chief Manager. Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA, LIMITED. Authorised Capital.....£1,000,000

HEAD OFFICE:-HONGKONG. Board of Directors:-

Chan Kit Shan, Esq. D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLĂYFAIR.

Interest for 12 months. Fixed 5 % Hongkong, 20th December, 1899. 'THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. .
HEAD OFFICE:—LONDON.

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

n. 6 2 1003 n T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5 per Cask of 375 lbs. Net ex Godown, SHEWAN, TOMES & CO. General Manager.

Hongkong, 11th December, 1899.

Hutimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL REMARKS SHANGHAI ... BengalS. BarchamAbout 20th Jan Freight or Passage. LONDON........ BombayG. M. Montford, R.N.R. About 25th Jan..... Freight or Passage. Freight or Passage. (Without Transhipment). (MASSILIA14th April)

* (See Special Advertisement)....... † (Passing through the Inland Sea).

For Eurther Particulars, apply to

Hongkong, 16th January, 1900.

H. A. RITCHIE, Superintendent.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN, PORTS; Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

	(SUBJECT TO	ALTERATION.)
	STEAMERS.	SAILING DATES.
	KARLSRUIFE	WEDNESDAY, 24th January.
	SACHSEN	WEDNESDAY, 7th February.
	OLDENBURG	WEDNESDAY, 21st February.
	BAYERN	WEDNESDAY, 7th March.
	STUTTGART	WEDNESDAY, 21st March.
	KONIG ALBERT	WEDNESDAY, 4th April.
	IVEIMAR	WEDNESDAY, 18th April.
	KONIG ALBERT	WEDNESDAY, 2nd May.
	HAMBURG, (Hamburg-Amerika Linie) PRINZ HEINRICH	WEDNESDAY, 16th May.
	PRINZ HEINRICH	
	SACHSENOLDENBURG	THURSDAY, rath June.
	OLDENBURG	THURSDAY, 28th June.
	BAYERN	THURSDAY, 12th July.
	STUTIGAKT	
•	KONIG ALBERT	THURSDAY, 9th August.
	KONIG ALBERT	THURSDAY, 23rd August.
	DEFISCENT .	THIIRSDAY 6th Santambar

PREUSSEN......THURSDAY, 6th September. ON WEDNESDAY, the 24th day of January, 1900, at NOON, the Steamship "KARLSRUHE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 HOTEL. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 17th January, 1900.

MELCHERS & CO., AGENTS,

MUSICAL INSTRUMENTS

VIOLINS, CORNETS, TROMBONES, CELLOS, MANDOLINES, GUITARRAS, EUPHONIUMS, MANDOLAS, CLARINETS, &c. ZITHERS,

LANE, CRAWFORD & Co.

SOLE AGENTS:-

VICTORIA DISPENSARY, HONGKONG.

CIVEN BY TAKING

WATKINS' HYPOPHOSPHITES.

Wathing, Limited,

66, QUEEN'S ROAD CENTRAL.

ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTUS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT......THOMAS SKINNER.
SUPERINTENDENT......ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.

CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus, SECOND EXTRAORDINARY GENERAL 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK convened.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 31st October, 1899. A. MOIR, Manager.

ENGLISH ALES.

IND COOPES per Cask of 8 doz. Pts. BASS

H. PRICE & Co.,

Hongkong, 6th December, 1899.



CÉLESTINS.

12, QUEEN'S_ROAD.

JUST LANDED.

Telephone

12th October, 1898.

A FRESH SUPPLY OF THIS WELL KNOWN AND EXCELLENT WATER.

CALDBECK, MACGREGOR & CO., . WINE AND SPIRIT MERCHANTS,

15, Queen's Road. Hongkong, 3rd January, 1900.

PHOTOGRAPHIC PLATES, PAPERS, FILMS, [CHEMICALS, KODAKS, CAMERAS,

Coast Port Orders Executed.

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers), 🍀 🔞 9, Old Ghina Street, 🐇

OTICE is hereby given that the SANITARY
BOARD will distribute RAT TRAPS on Loan, free of charge, to all Householders who may apply for them, or if preferred, will supply Bird Lime and Boards, to be used for the purpose of catching Rats in Houses and Godowns within the City of Victoria.

A REWARD of Two Cents will be paid for each Rat (however caught) delivered, whether Dead or Alive, at the Sanitary Board Office. By order of the Sanitary Board, C. W. DUGGAN,

Sanitary Board Office,

January, 1900. THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NI OTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Company will be held at the Office of the Company, No. 9, Praya Central, on TUESDAY, the 23rd of January, at NOON, when the SUB-JOINED RESOLUTIONS will be proposed.

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as SPECIAL RESOLUTIONS at a MEETING, which will be subsequently

RESOLUTIONS: "That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each." "That the commission of the General Managers be reduced to 5 per cent., and that the figure "8" in the sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure "5" substituted therefor." SPIEWAN, TOMES & CO.,

General Managers. Hongkong, 16th January, 1900.

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELE-VENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered. By order of the Board of Directors,
A. SHELTON HOOPER,

Secretary to The Hongkong Land Investment and Agency Co., Limited,

General Agents for The West Point Building Co., Limited. Hongkong, 3rd January, 1900.

HONGKONG PHILHARMONIC SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will take place at 4.45 P.M., on FRIDAY, the 26th instant, at the CITY HALL.

A. H. BOTTENHEIM, Acting Hon. Sec., Hongkong Philharmonic Society. Hongkong, 17th January, 1900.

THE KOWLOON LAND AND BUILD-ING COMPANY, LIMITED.

NTOTICE is hereby given that the ELE-N VENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on TUESDAY, the 6th February, 1900, at NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st

December, 1899. The Register of Shares of the Company will be CLOSED from SATURDAY, the 27th January, to TUESDAY, the 6th February, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER. Secretary to

The Hongkong Land Investment and Agency Co., Limited,

Agents for The Kowloon Land and Building

Company, Limited. Hongkong, 16th January, 1900.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

PEARSON CUP AND SPOONS.

TO-MORROW (SATURDAY), the 20th instant, at 2.45 P.M. Ranges, --- 200, 500 and 600 yards. MOWBRAY SUNORTHCOTE,

Hon, Secretary. Rongkong, 19th January, 1900.



VICTORIA PRECEPTORY.

REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on FRIDAY the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, toth January, 1990.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT). Taking Cargo at London Rates.

THE Company's Steamship "PYRRHUS,"

Captain Batt, will be despatched as above on TUESDAY, the 20th February. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 19th January, 1900. DOUGLAS STEAMSHIP COMPANY, LIMITED.

Agents.

. FOR SWATOW, AMOY AND FOOCHOW THE Company's Steamship

" HAICHING," Captain Davis, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 19th January, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Steamship

"YAWATA MARU." despatched for the above Port, on FRIDAY,

the 26th instant, at 4 P.M. This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess-

Return Tickets issued by this Company are available for return by steamers of the other

For Freight or Passage, apply To 🛀 A. S. MIHARA, Manager. Hongkong, 19th January, 1900

AN APPEAL.

THE SUPERIORESS of the ITALIAN I CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of another three months. Still, we think that Hongkong and the Post Ports, for their kind steps should have been taken to ensure its patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Chil-· dren's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1802.

Untimation:



WINE & SPIRIT MERCHANTS.

WATSON & Co..

PURE, SPÄRKLING INVIGORATING

JIEALTHGIVING.

"Undoubtedly the best Beer that has yet been browed in America."

PRICE:-

For Case of 8 dozen PINTS \$13.50 not. QUARTS...313.50 net.

Sole Agent for Hongkong and South China:

LIMITED.

WEATHER REPORT.

DEATH Died at the United States Consulate General, Hongkong, at 9 a.m., the 16th January, 1900, Mrs. BERTHA ISABEL FOOTE, wife of Hon. W. W. Foote of Oakland, California, and Aunt of Mrs. Rounsevelle Wildman.

(he Nongkong Celegraph

Hongkong, Friday, Jánuary 19, 1988.

NOTES AND COMMENTS.

THE RIGHTAND BRIGADE.

On Wednesday last our evening contem porary published a telegram "from" Colombo which stated that "The soldiers composing the Highland Brigade with Lord METHUEN'S Column, the 2nd Royal Highlanders (Black Watch), and Scaforth Highlanders, 4st Higland Light Infantry, 1st Argyll and Sutherland Highlanders and 1st Gordon Highlanders, refuse absolutely to salute Lieutenant General Lord METHUES," W carnestly trust that this telegram, which has, so far, received no confirmation, will prove to be erroneous. Our contemporary remarks that the conduct of the men smacks of insubordination, but military men with whom we have spoken upon the subjectuse a much stronger term and express the opinion that it the news be true, and they hope that it is not, the whole of the insubordinate Highlanders will be sent to the rear and deprived of the part that they would have otherwise taken in the operations. For our own part we cannot believe the report to be true. Highland troops have always been noted as amongst the smartest of the British, Army and it is difficult to believe that in the face of the enemy, as it were, they would take a course which, while perhaps intended to indicate that they had lost faith in their commander, would certainly cause the commander to lose faith in them and doubt their trustworthiness to carry out his orders. We cannot believe that trained and tried soldiers would ever have stooped to such childish-

THE "BUNDESRATH" INCIDENT. It is somewhat difficult to credit Reuter's statement that besides having irritated Germany we shall be obliged to pay a heavy indemnity for the detention of the Bundesrath. We have been told that Britain's reply to Geimany's protest upheld her right to search neutral vessels and this being the (3,800 Tons Gross, Captain, A. E. Moses,) will be | case Renter's piece of news comes as a complete surprise. May it not be that the telegram has been mutilated and, that it should have read as Continental opinion anti-not as a fact? If we are not allowed to with all modern fittings and improvements for search neutral ships, then any little twopenny-half-penny state which happened to be at war with us could obtain all the arms and ammunition it required by the simple expedient of shipping them in foreign bottoms. We hope there is a mistake somewhere.

> CONGRATULATION We congratulate Major Brown, R.A.M.C., and Mr. McKie upon the success which | the capacity of Starter and Umpire. attended their first onslaught upon filth. It is true that Major Brown's first motion was negatived but stiff Kowloon residents will C. H. Gale C. T. Katscht have the satisfaction of knowing that they R. F. Johnston2 A. Ellis,2 will only have to endure the nuisance for G. M. Young ... Stroke. J. Fredericks... Stroke. infraediate removal if possible; we agree with Mr. Ormsby that latrines need not necessarily be offensive, but when one is so, and is a constant source of complaint, the sooner it is done away with the better. Evidently Major Brown and Mr. McKir are not entirely deficient in the sense of smell as so many of our Sanitary Officials appear to be.

REUTER'S TELEGRAMS.

RECTER'S SERVICE.

THE WAR.

Portugal and Delagoa Bay. LONDON, January 17th.

Portugal has declared that she will neither sell, cede, nor lease any of her colonial possessions.

Sir Alfred Milner has proclaimed martial law in the districts of Philipstown and Hope-

Martial Law in Cape Colony.

The Tugela River. Very heavy Artillery firing was heard on Monday in the direction of Springfield.

The Free Staters and the War. Various reports are current that the Free Staters are desirous of ending the war. It is stated that at a Council recently held at Bloomfontein it was declared that if the British did not attack by the 17th instant the Free Staters would return to their homes.

LATER. The "Bundesrath" Incident. The steamer Bundesrath will be released -immediately. Great Britain besides having deeply irritated Germany will have to pay a heavy indemnity.

Departure of the 2nd Sydney. Contingent.

The second Sydney Contingent has sailed amidst boundless enthusiasm.

Losses at Rensberg.

The British losses at Rensberg on the 15th instant were 7 killed and 6 wounded. Captain Orr of the Yorkshire dangerously.

HONGKONG VOLUNTEER GAZETTE SERVICE. Modder River:

General Methuen on Tuesday made a demonstration in force and shelled the enemy's left, which was found strongly occupied. The enemy did not reply until the | below low watermark and establish the latrine | or some other Trustees for the be-

Mafeking.

The Times Correspondent at Lorenzo-Marques states that Maseking was holding its own pluckily on the 14th instant and that there was no likelihood of its being compelled to surrender. The garrison had removed to some spot more westward to the time at the Magistracy and I had my suspiplenty of cattle and tipfied meats.

The Observatory roport says:—; On the 19th at 11,55 a.m. the barometer has a little on the S. coast. Pressure is high over N. China and low, probably, in the N.E. part of the Sea of Japan. Gradients slight to mode-

risen slightly on the E. coast of China, fallenrate, with moderate monsoon on the coast and fresh monsoon in the Napart of the China Sea. FORECAST :-- Moderate N.E. winds': fair.

LOCAL AND CENERAL.

A Souphkar was semenced to be imprisoned who may for six weeks for pushing the ticket collector i of the steam launch Herm into the harbour.

A CHINAMAN was this morning at the Magestracy fined \$25 or in default one month's imprisonment for getting stone behind the Reformatory at Causeway Bay without a per-

To MORROW afternoon, on the Happy Valley, in the second round for the Hongkong Football Challenge Shield, 25th Company, E. D., R.A., will play "B" Company, R.W.F. Kick-off at four o'clock.

THERE will be a football match at Causeway Bay between the H.K. Engineers F. C. and Royal Engineers F. C. to-morrow. Kick-off at 4 p.m. The following will play for the Engineers :- G. Moore, Dyer, Lapsley, Tuoby, Wilson, Ritchie, Blades, R. Henderson, McQuire, Smillie, and Duncan.

A CASE, in which five Chinamen are charged with unlawfully stealing shells from the waters of the Colony, instituted by the Lee Hing Company, came on for hearing at the Magistracy this afternoon. But no evidence was taken as Mr. Francis who is to appear for the defendants was unable to attend. Adjourned till next

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, to-morrow, (Saturday) evening, from 8 p.m. to 9.30 p.m.:-

1.	PROGRAMME. March	Andurice.
••	Value "Illue Bells"	avalutentet
.1.	Fantasia Pastoral scene"	Hume.
4.	Mazeukaz La Czarine	Vanne. '' Sooke
- 5. 6.	Romance "Rose softly Blooming Valop" Cleopatra	Albert
	" find save the Queen.",	

CRICKET.

On Saturday at 11,30 a.m. the H. K. C. C will play the Navy on the Cricket ground.

A CLUB TEAM. H. C. Hancock, R. B. Johnston. G. R. Vallings. R. C. Thomson. C. M. G. Burnie. Capt. Langhome. E. II. Hinds. A. Lowson. Capt. Dyson. F. Maitland. A. G. Ward.

HONGKONG BOAT CLUB.

Yesterday evening the members of the Hongkong Boat Club had a scratch race between themselves. Three boats were entered and the course was from the Yau-ma-ti Police Station to the Kowloon Wharf and Godown Company's first pier, a distance of approximately threequarters of a mile. Mr. C. H. Grace acted in

No. 2 Boat. No. 1 Boat. No. 3 Roal, W. Cumming Land Major Watson2

· H. Yeates3 l. Danby, ...Stroke. Lt. BarrettCox. A-good start was made, No. 2 pulling ahead

with much too fast a stroke, which they were not able to maintain, and so allowed No 1 boat, pulling a good, steady, long stroke, to forge ahead of them. No. 3 took up the position of third and managed to keep it throughout the race. Only once was there any doubt of the result and that was caused by a junk crossing No. 1 boat, which obliged their coxswain to steer in a most erratic manner, No. 2, however, were not fresh enough to take advantage of their rival's misfortune, No. 1 coming in an' easy winner. No. 3's stroke towards the end of the race was rowing purely with his arms and not utilizing the muscles of his back in any way. Time 5 mins. 34 secs.

THE LATRINE QUESTION.

At yesterday's meeting of the Sanitary Board, Major Brown, R.A.M.C., in moving that the latrine in Elgin Road, Kowloon, be removed, said that it almost seemed as if sites for latrines had been selected on the principal of making them the greatest possible nuisance to the greatest possible number of persons and that the Elgin Road latrine was a striking example and had been complained of most bitterly by Kowloon residents. He wished to have removed to a site where it would cause annoy: ance to as few persons as possible.

The motion was seconded by Dr. Hartigan. Mr. Osborne said that the latrine belonged to the Wharf and Godown Company and he understood that the Sanitary Board had no power to order its removal. As a matter of fact, arrangements had been made for its removal in deference to the wishes of the Kowloon

residents. Mr. Ormsby remarked that he saw no objection to a latrine being in a public place and did to which he was entitled as beneficiary. not see why it should be offensive, but, in view of its removal having been promised by Mr. | Solicitor for the Plaintiff, applied to me for a Osborne, he had nothing further to say on the decree in the Civil Suit by consent of Defend-

that the latrine would be removed within the | ment as an Exhibit:-"We the undersigned. next three months.

which the Board could deal with a private latrine was to summon the owner for committing a nuisance. The motion was put and lost.

Major Brown then put his second motion, for the removal of the matshed latrine between Knutsford and Ormsby, Terraces, saying that there had been continual complaints from the or share of land in Section 1 of Inland Lot residents in the vicinity. Mr. McKie seconded.

British withdrew. There were no casualties, at the end of it. This amondment was carried nefit of her son Pang Sui-cheong. Mr. McKie proposed the removal of the latrine situated on the western boundary of the Cricket ground, saying that it was a great nuisance to those going that way to the Tram Station and to frequenters of the Cricket ground. After some discussion the motion was amended and it was decided that the latring should be against the 2 prisoners were proceeding at the north of the City Hall.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS. (Before His Hon. W. M. Goodman, Acting Chief Justice.)

January 18th.,

by The witnesses for the prosecution in the

armed-robbery case supported the statements it is included by Mr. Pollock in his opening address to Evidence for the defence was then gone into which showed that the Prosecutor had been

employed by Tam Ti for two months, as his foki and had stolen the \$40 from him. The Prosecutor on being recalled denice ever having been in Tam Ti's employ and

challenged him to produce his wages book. The book was produced and showed payments made to Prosecutor, who, then said the book produced did not belong to Tam Ti but to another man named Chung Tong. Chung Tong was then called and sworn. He

said Lam Hing, the Prosecutor, used to be

employed by Tam Ti as a foki and it was not right for him to steal his master's money. His Lordship warned Lam Hing against not speaking the truth, but he still persisted in denying ever having been in the employ of

His Lordship, addressing the Jury, said the only witness for the prosecution was Lam Yin. That man had been convicted by the Magistrate of having stolen the very money which he alleged the prisoner stole from him. Of course people must not rob a thief, but the thing was this, had they any reasonable doubt about the guilt of the prisoner, and were they prepared to find him guilty on the unsupported evidence of Tam Yim. Under the circumstances he did not think it would be safe to do so.

The jury found the prisoner not guilty. His Lordship believed Tam Yin had been telling lies, and he sentenced him to three month's hard labour.

January 19th.

conspiracy to cheat and defraud."

This morning Pang Hin Yau and Pang Tak Ying came up for sentence, they having pleaded 'guilty to the third count of the indictment, viz,

Mr. Francis in appealing to his Lordship for

a lenient sentence said that the whole matter was a family one, and the learned counselrelated how the land had been first left to did not make the father the trustee, but Pang I proceeding. Hing Yau, Pang Kong's brother was appointed. up, as he wished to obtain control of the property himself. When Pang Kong died he left his property to his son (the same one as had been left his grand-mother's property) and appointed his sister, not his widow, as guardian. It was owing to Pang Hing Yau's conduct subsequent to the death of, Pang Kong that he bad-advised him to plead guilty to the third country Mr. Francis asked for a light sentence for the first prisoner because it was probably at Pang Kong's instigation and because in point of fact no actual harm had been done the boy, the land at the present time being registered in the Land the above Funda-Office in his name, and Pang Hing Yau was willing to renounce all rights as the boy's trustee, and for another to be appointed. For the second prisoner, Mr. Francis asked that his youth, only 18 when the fraudulant. deed was. signed, might be taken into account. The First Offenders Act was not in operation in Hongkong but its spirit so impregnated British law "that he hoped his Lordship would deal leniently with him. The widow of Pang Kong was in Court and if his Lordship would call her she would say that she

did not press for a severe sentence. Mr. Pollock said he regretted having to ask that the extreme penalty be inflicted for a misdeamour, as they had pleaded guilty of conspiring with a wicked and criminal intention to cheat and defraud Pang Shui Cheong. His learned friend had tried to show that there was no wicked intention. There was another serious matter; that in the affadavit filed by the first prisoner he attempted to show that he was not the trustee of the boy but of another one, the son of a concubine; this he must have known was false and had been proved so by two or three witnesses.

On passing Sentence His Lordship said :-There are circumstances in this case to which I think it my duty to call attention."

On 14th November, 1899, a writ, was issued in the original civil jurisdiction of the Supreme Court, on behalf of a little boy named Pang Sui Cheung, by his next friend, against the two prisoners as defendants praying that a Deed of Assignment, dated 24th October, 1898, purporting to be an assignment by the first prisoner of an undivided molety of Section I. of Inlanc Lot No. 202, should be declared fraudulent or the ground that the assignee, who purported to be the little boy Plaintiff, was personated by the second prisoner, and that the Deed should be cancelled and the Registration thereof, a the Land Office, should be vacated and the interest of the first prisoner in the property as Trustee for the little boy, should be assigned and vested in some other trustee for him. In other words, it twas suggested that the first prisoner had, in reality, assigned to the second prisoner the property of the little boy with view to cheat the child out of the land On the 6th December, 1899, Mr. Reece, the ants, practically in terms of the writ, and filed In reply to Major Brown, Mr. Osborne said | an affidavit in support with the following docu-

Pang Wing yau of No. 7 Pottinger Street, Vic-Dr. Clarke pointed out that the only way in | toria, Hongkong, Shroff, and Pang Tak-ying of No. 177 Holywood Road, Victoria aforesaid, Trader, hereby consent to the Indenture of Assignment bearing date the 24th day of Octo-. ber 1898 and expressed to be made between Pang Hing-yau of the one part and Pang Suicheong (in fact personated by Pang Tak-ying) of the other, part, of one undivided half part No 202 being set, aside and cancelled and to the Registration thereof at the Land Office After some discussion, Mr. Osborne proposed | being vacated and to all the estate and interest as an amendment that the contractor be re- of Pang Hing-you in the said half part or share quired to construct a bamboo pier leading being assigned to or vested in Pang Tam-shi,

> Dated this 3rd day of November 1899 Witness J. F. Recce, Solicitor, Hongkong, Interpreted &c. &c. * Signed in Chinese by Pang Hing-yau and

Pang Tak yeng " I found, however, that criminal proceedings cions that, when my decree had been obtained,

the criminal proceedings would be dropped and that the charges of forgery and conspiracy might not be proceeded with. I could not understand otherwise, why, pending a remand at

the Magistracy, Mr. Reece, the Solicitor for the prosecution, should have interviewed the prisoners with his Interpreter and obtained from them a document so fatal to their chance of defending themselves; especially as the pri soners were defended by Solicitor, at all events from 6th November. The investigation of the charge at the Magistracy; was commenced on 25th October, 1899, and there here a great many remands. The prosecution was a private one and I deemed it my duty to call the attention of the Attorney-General to the matter so that any attempt to hush up the criminal aspect of the case, if a crime had really been committed, in consideration of the cancellation of the deed should not succeed without the consent of some responsible officer. In the event, the case was committed for trial and the two prisoners pleaded guilty, yesterday, to the third count which alleges that they conspired and agreed together, on 24th October, 1898, falsely and fraudulently to cheat and defraud the little boy, Pang Sui Cheune, out of his undivided moiety of the land known as Section 1 of Inland Lot 202. Now, when one looks at the deed of the 24th October, 1898, it is clear that the document is a fraudulent conveyance. It recites, inter alia, that the first prisoner is trustee to assign the property to Pang Sui Cheong on his attaining manhood. The first prisoner therefore knew he was a trustee. It further recites that Pang Sui Cheung had attained the lage o twenty-one years and had requested the 1st prisoner to assign to him. As matter of fact, this was a falsehood, for the little boy is now only seven or eight years of age, but to carry personated the boy and became a party to the deed as if he had been the boy grown up to serve as a deterrent to other emissaries of the manhood. Of course, after registration at the Land Office which was duly effected, the deed being duly drawn up at the Solictor's office, there was nothing to prevent the second prisoner from assigning the property to a purchaser and going off with the money. Fortunately however, this has not been done,

affidavits in mitigation of sentence being filed. The prisoners have, respectively, filed an affidavit each accordingly. The first prisoner alleges he had no fraudulent intent but executed the deed at the request of

I adjourned the case yesterday to allow of

Pang Kong the father of the little boy. port of this charge against his memory.

The second prisoner alleges in his affidavit reaching manhood when he came into the pro- October, 1898, and that he executed the deed perty assigned one half to his mother. This, Mr. | under the influence of his mother and uncle | Francis observed, might have been prompted by (since deceased) and in entire ignorance of what pure filial affection but that the law looked upon he was really doing. But the deed recites suspicion, and the probability was that until at manhood, and though I am willing to make the day of his death Pang Kong was sorry that he | some allowance in consideration of the second had done so. -When the mother died, she left | prisoner's age, I believe he knew perfectly well

I will deal with the case under Ordinance 14' respectfully submitted that that it was at his only on the count to which they have pleaded years' imprisonment with hard labour, and on the second prisoner (as he is young) the sentence will be one year's imprisonment with hard labour.

The Court then adjourned sine die.

SOUTH AFRICAN WAR.

"SAILORS AND SOLDIERS FAMILIES' FUND.

The Undersigned begs to acknowledge with thanks receipt of the following subscriptions to T. JACKSON,

"Hon. Treasurer. The Naval Yard, Hongkong........... 552

Captain and Officers, s.s. Shantung ... Total\$94,552.77

A NEW PAPER.

We have been favoured with a copy of the first number of a New Chinese newspaper published in the Colony and entitled China, which, like the Kokumin, Shimbun, published in Japan, has an English column. The aims of the new paper are set forth as follows:--

OUR PROGRAMME. As this is the first issue of the China we feel that it is our duty to state clearly our opinions

concerning China, which are as follows, England and China draw closer together in the | Detective Sergeant Gilfillan at the Mixed Court bonds of friendship as we feel certain that if yesterday, when he made the astounding statethey were better acquainted with one another | ment that a counterfeiter of coins who was many if the prejudices existing on both sides, supposed to be doing five years hard at the would vanish and it seems to us that there is no. City Magistracy was met by him coolly walking better medium, for bringing this about than Lalong Seward Road. The logical deduction the publication in this Colony of a daily, news- is assuredly that a criminal of the deepest paper which can be read either by Britishers | dye can purchase his freedom in China,

We are in fayour of complete reform in China-political-financial -judicial-commercial and social and towards this end our best energies will ever be directed, and we feel sure that in our efforts in this direction we shall to force their hands either by trying to mend always receive the sympathy of the British

3, We are fully aware of the necessity for maintaining the integrity of China, but we feel that this should be done by forces from within and that our country must learn to depend upon her own resources and thus frustrate the machination of those Powers who seek to bring about her destruction.

4; Humiliating as it is we are bound to admit that at the present day almost everything connected with China is in an utterly corrupt condition, but this we hold to be entirely the outcome of the gross dishonesty of the Pekin. government and its Manchoo officials, who have for the last two and a half centuries. been the great barrier to Chinese progress and reform. Yet, we are not without hope that great changes for the better may take place in China, but it will require considerable energy on the part of the patrioti; portion of the Chinese people to make the ruling classes understand their true position and realize the fact that, if China is to continue as a nation, she

must awaken and quickly. 5. It is our copinion that one of China's greatest necessities is a sound Constitutional government which would place the legislation of the country entirely in the hands of the people. This would be followed by (what is so sadly needed) the general reformation of the laws of the Empire and the establishment of the system of trial by Jury.

6. We consider that all the measures advocatand nothing short of them can we regard as charge of high treason. At this critical moment substantial and permanent reform

CHINESE OFFICIALS.

It cannot be gainsaid that in refusing to acquiesce in the repeated request of the Chineso. government for permission to establish a consulate at Hongkong, the government of that colony has adopted a very wise policy. The Chinese were induced to emigrate bag and haggage to Hongkong in such large numbers. solely through the protection the British government afforded to life and property, specially from the rapacity of the mandarindom, and under its benigment rule they throve and amassed fortunes in a way that would never have been their low on the mainland. This is the whole secret of the wealth and prosperity of this southern colony. The advent of a Chinese consular representative, however, would undoul edly change this happy, state of things. An imperium in imperio would be created and the wealthy native traders would feel as insecure as if they were under the immediate clutches of their own authorities, and the prosperity of Hongkong would receive a serious, if not a fatal blow. This is not fiction but a natural and inevitable outcome of any influence that the Chinese authorities might be allowed to exercise in Hongkong, for it is an open secret that the Protector of Chinese in that colony-an officer very much needed in Shanghai-has much of his valuable time taken up in watching the Canton and Kowloon authorities. Even the Customs there do not terrorise the Chinese, but cases have occurred in which wealthy Chinese have been kidnapped from the colony by the mandarins. The case of Lee Luni Kwai may, still be remembered by old, residents, when Chief Justice Smale thought it his through the fraud the second prisoner duty to impose a sentence of thirty years' penal servitude on that archecoundrel in order to Chinese authorities who dared to exploit the

native inhabitants of Hougkong. But the Singapore Government was not as wise in its generation, and in an ill-advised. moment received a Chinese Consul with the obvious result that soon afterwards the late Sir Charles Mitchell had to issue a proclamation to the Chinese inhabitants explaining the status of their Consul, who had been sub-rosa exercising extraterritorial rights under the very nose of the Straits Government.

Now, no sooner had the Model Settlement of I Shanghai made the initial and irreparable blunder of admitting a Chinese imperium in Pang Kong died last May, and I am no imperio within the settlement in the shape of aware of any evidence which I believe in suffer the Mixed Court, than it set about to remedy the evil, and we must say that if the remedy is not worse it is at least no better than the disease. Pang Kong, when a boy, by his father, who on I that he was only eighteen years old, on 24th Our city fathers see the absolute necessity of protecting the Chinese-the back bone and sinews of the trade—in the Settlement and have, in their wisdom, adopted the safeguards of requiring (1) that the runners of the Mixed these transactions with a certain amount of that the boy whom he personated had arrived Court shall make no arrest unless with the assistance of the Municipal Police, and (2) that; no warrants from the City Magistrate shall be executed in the settlement without having been her property to Pang Kong's infant son, but he was a party-to a wicked and fraudulent | vistal by the Senior Consul. These guarantees, at their best, hardly attain the object sought for. The first has been found to be unworkable and Pany Kong naturally felt hurt and Mr. Francis of 1898 and of course, sentence the prisoners has been lately denounced from the beach by the Mixed Court Magistrate, and we have reasons institigation that the frandulent deed was drawn | guilty. The sentence on the first prisoner is two | to believe that the rule is more honoured in the breach than in the observance. As to the second it is on the face of it an utterly absurd provision, for by no manner of means could the Senior Consul be effected to enquire into every particular case before endorsing the warrant. His function must necessarily be of a perfunctory nature. A case in point occurred the other day when a Chinese employe of a Britisher was arrested under a warrant issued by the City Magistrate and duly countersigned by the Senior Consul. The Britisher, knowing that the charge brought against his employe was a trivial or a trumped-up one, at once laid the matter before his energetic Consul, who had the employe in question immediately released and actually brought to the British Further subscriptions will be; thankfully | Consulate by the myrmidons of the City Magistracy! Had not the Britisher intervened the innocent man would still be-immured in the horrible City dungeon and fleeced to his bottom dollar. How many such like cases are daily occurring are doubtless represented by nearly as many warrants as are sent to the Senior Consul for his signature. And we are informed that they are neither few nor far between.

It would therefore be generally admitted that if the so-called safeguards for the protection of the Chinese residents are of any value in principle, they are, as we have shown, in practice, utterly worthless and unworthy of appearing any longer in our local statutes. For the credit and honour of our Councilflors, fit, is spincerely to he hoped that, they will lose no time in devising more intelligent: means by which our Chinese fellow residents can be protected from the rascality of their officials. It was only the other day that we had occasion to give a general estimate of the character of the genus yelept the Chinese I, It is our since desire to see the peoples of Magistrate, and the moral was supplied by and that it is mainly honest proverty. that suffers the rigiours of Chinese justice. Such being the case it behaves the ratepayers, if the Councillors do nothing of their own initiative, to force their own initiative, or end the Mixed Court or by forbidding for the future the execution in the settlement of any warrants from the City Magistrate. There is no shirking the fact that as a civilized people we have a stern duty to perform towards our less civilized brethren. Let us be manlier in the future than we have been in the past and let us without flinching discharge this duty. It, would not be onerous in anyway, for we believe the Chinese would gladly pay an increased taxation to defray the cost of the establishment of the needful judicial machinery .- Mercury.

PEKING.

Our native correspondent at Peking writes as follows :-- It is generally reported here that the Empress Downger intends to appoint Viceroy Liu K'un-yi a member of of the Grand Council when he comes up for his audience, which means that she is going to keep him by her side instead of allowing him to hold office; as usual in the provinces. With areference to the impeachment of the Emperors retired Tutor, the now cashiered Assistant Grand Secretary, Weng Tung bo, by Kang Yi and Liv Ping heng which occurred not long ago, It apare pears that the Empress Downgor, who read the memorials in question in the presence of her Grand Council was so greatly influenced by the bitter language, used by the memorialists. that she was on the point there and then of issuing a Rescript combanding the inte mediate arrest of the accused ex-official at ed in this programme are inhsolutely essential this home in Ch'angshu, near Soochow, on the in this our first lisue we are only able to of the Grand Council, suddenly stood up and briefly state pur political views but we hope to, going before the dats of the Empress Downger. interest and meet all the requirements of our knell down and made, air eloquent appeal for readers in the future

although it made the Empress Downger more enraged it made her give pause. Shrewd woman that she is, she rarely acts hastily or with tininatured judgment. She saw that there was something in this appeal for mercy which she must investigate and digest, and though Lian Shou-heng's action will not, apparently, prevent her from destroying Weng Tung-ho it her own good time, she has evidently thought it best to delay her thunderbolt, for up to now (1st January) no decree has been issued on the subject. His friendship for Weng Tung-ho; however, has cost Lian Showheeng something. for two days after the after the affair a decree was issued removing hims from his seat in the Grand Council. It would be interesting to know what Weng Tung-ho will do when all this gets to his ears. There are not wanting men here in the capital who declare that, on the principal "If the Sovereign requires his Minister to die it is the duty of the loyal official to humour him," Weng Tung-ho should "take the hint" and make away with himself, in order to save his Imperial Mistress the trouble of working toward that end! These people, however, forget that the real Sovereign is Weng's pupil, who is moreover devoted to him, and that it would be contrary to the tenets of our great Sage for the disciple to encompass the destruction of his teacher. The best way would be for this unlucky ex-official "to start on a long journey" where the arm of his great enemy cannot reach him and to wait until the affair blows over and his pupil returns to his own again. Li Ping-heng is going down South soon todo his touring of the Yangtze Valley and River. Rumour has it that while down South and with Viceroy Liu en route to the North, Li Ping-heng has come to an understanding with his bossom friend that the latter shall re- of the enemy, and poured in a terrible fire of commend him as Liu K'un-yi's successor in the Liangkiang Viceroyalty. If he succeeds in his intrigue I would indeed pity the poor people, high and low, in those provinces !- N. C. D.

MR. DE RYKE ON THE YELLOW RIVER.

Mrg de Ryke, who has served for many years as Hydrographic Engineer to the Imperial Home Department of Japan, and given many proofs of high ability in his profession, publishes a brochure containing " Comments on a report made by M. A. Rouffart, under date of January 24th, 1899." The Yellow River has probably wrought more destruction to life and property within historical times, than any other river in the world. If the task of restraining its devastations had been within anything like easy reach of human efforts, the Chinese would doubtless have grappled with the problem long ago. But they have never been able to achieve more than a very temporary measure of relief, and. -the question now is whether Occidental science can help them. We must confess that on reading Mr. de Ryke's very lucid and convincing statements which seem to assert a conclusive claim to attention and belief, we detect little ground for hope. That the river could be brought under control, and kept under control if men like Mr. de Ryke were given carle blanche to deal with it, there can not be much doubt. But, there is equally little doubt that the Chinese Government, so long as it retains its present characteristics, will never give carte blanche to any one, and that it will not be encouraged by learning from these comments by a competent authority that in order to discover how to deal with the Hoang Ho scientifically, a preliminary survey costing a million of tacls and requiring three year's labour is necessary. The perplexing features of the Yellow River are the extraordinary quantity of solid matter contained in its water-it is soturbid that a piece of white cloth dipped into it immediately assumes a rusty-red colour-, and the fact that throughout a considerable part of its course its bed is at a commanding leight above vast areas of plains through which it runs, so that, when it bursts its banks, devastating foods sweep resistless over huge expanses of country. The Chinese have been ridiculed for making secondary dykes on each side of the river, at a distance of a mile to two and a half miles from the first dykes, or real flood banks, which secondary dyker, useless in any case for restraining the river, are left in a neglected condition. Mr. de Ryke, however, shrewdly points out that these secondary dykes are not intended to control the river at all. Their object is to protect the people living within from inundations coming from the land side; inundations caused by a break in the river's banks at some point higher up. Such inundations would not advance with any great pressure and consequently the dykes for keeping them back need not be very solid. In other respects, too, Mr. de Ryke shows that, the Chinese have not been without shrewdness in their manner of dealing with the river, but they have never seriously tried, probably they never had the power, to prevent the injury and neglect to which the mountainous basin of the Hoang Ho has been rejected by the dense population living on its banks, and grasping eagerly every aid to survival without consideration for the consequences, to unborn generations. Certainly these consequences are stupendous enough. To regulate the stream in Shantung alone, that is to regulate it through a distance of 252 miles out of its total length of 5,000 miles, Mr. Rouffart estimates an outlay of 32 million tacls, and Mr. de Ryke declares that the double of the sum would be needed, giving, moreover, reasons which seem to establish his point conclusively. Mr. de Ryke, indeed, brings to his task of comment remarkably lucid conceptions and expert ability evidently of a high order. The subject he has to treat is dry chough, but he manages to make it quite attractive by the quality of his knowledge and the method of his reasoning. His remarks about revolsement are in themselves sufficient to repay perusal of the whole pamphlet, for people are wont to talk of afforestation as though it were an easily applicable remedy, whereas by the time that afforestation is urgently needed, the very causes operating to make it desideratum have also operated to invest with immense difficulties. The injury wrough by ill-regulated mining operations is also very clearly set forth in this brochure, and the author illustrates his remarks by reference to the working of the copper mines in the Mozumi. valley of Hida in Japan, an illustration which. shows that Japan also is sowing tares of trouble]. for her children in the future. Not in our | Some information of a nature sufficiently generation, nor yet in the generation of our moved to be interesting and probably valuable sons or of our grandsons, will the Hoang Ho monster be chained. It will continue to exact its yearly tale of thousands of lives and millions upon millions of property. It is the one of the

THE-ABSENT-MINDED-BEGGAR

flails with which Providence chastises China

for her unprogressiveness-Japan Mail.

In reply to a lady at Newhaven, asking for a definition of the term, "Absent-Minded Beggar," Mr. Kipling's secretary writes - Mr. them for the stage. They are taught dancing to your letter, that the term Absent-Minded ed competent to perform the duties required of Beggar, is one used by private soldiers them the company secures engagements captain Dabelle, of the steamship Guthrie, selves, when they have forgotten any small for the them, individually or in groups, in Captain Dabelle, of the steamship Guthrie,

MAG: RSFONTEIN.

2,000 KILLED AND WOUNDED. TERRIBLE EFFECTS OF LYDDITE.

The war correspondent of the Duily Telegraph accompanying Lord Methuen's column, in picturesque description of the fight at Magers fontein on the 11th ult., says the Boer tactics were admirable. They allowed the Highland brigade to advance in the darkness close to the trenches before showing signs of life. Then a terrible fire was opened from the trenches and the high hill, while a cross-fire from the right inflicted severe damage. The fact that our man retained and held good their position during the morning speaks well for their courage. The Gordons, being in reserve, did not suffer at first. They gallantly worked their way to the front under a golling fire, and remained for a long time at a close distance in front of the Boer trenches, which were defended with wire entanglement. The ground was dotted with bushes, affording good cover, but all was exposed to cross-fire from the Boers. -A-great-number of our men-took-advantage. of the cover, and kept up a hot fire. They did all that the bravest troops in the world could do, but the deadliness of the fire was totally unexpected, and for a brief space shook the men somewhat. The gallant conduct of the officers was beyond all praise. They led their men as coolly and calmly as though on parade, and the men followed them enthusiastically and-devotedly.

SPEENDED ARTIGLERY WORK. Then the artillery came to the rescue and won the honours of the day. The Howitzer Battery was placed in position, directly in front tyddite shells. The 62nd and 18th Field Batteries, under Majors Grant and Scott, respectively, took up a position behind the Highlanders, and were exposed to a heavy rifle fire. Shell after shell was sent into the Boer position with wonderful accuracy, with the effect of reducing the enemy's fire in a marvellous degree. Our centre and right consisted of the Guards Brigade moving due north, over a level plain, which the Boers shelled from the ridges. Cronje's troops included 4,000 men from the

Mafeking investing force. A strong Boer picket which was left for purposes of observation was completely cutup, all the men being killed, wounded, or taken prisoners. Our immediate right rested on the river, where the Yorkshire Light Infantry held the drift. After the destruction of the picket the enemy sent out snipers, presumably preparatory to an advance. Here again the artillery did magnificent work. The 18th Fiend Battery, under Major Scott, swung round their guns, and shelled the enemy, who replied with rifle fire.

G. Battery Royal Horse Artillery, under Major Bennatine-Allason, galloped up, and came into action, and in a few minutes drove the enemy away. For four hours both batteries were exposed to a galling rifle fire, but the guns were worked calmly and accurately. The 62nd and 18th Batteries were exposed to an even hotter fire, but it was not continuous. During the whole day the naval gun, whenever there was an opportunity, fired with admirable precision and effect. The loss of the liners is known to be terrible. A Boer prisoner informed the writer that one lyddite shell killed or wounded over seventy men. Indeed, it is impossible that the Boer's can have escaped fearful loss. Every stone, kopje, ridge, trench, and laager was shelled with wonderful accuracy. Two lyddite shells burst nearly over the bodies of the enemy ensconced behind a ridge, doing, according to a prisoner, fearful damage. The Boer prisoners agreed that their side were suffering terrible loss through sickness. The ambulance did splendid work, from the head of the department down to the lowest stretcher-bearer.

ENORMOUS LOSSES. A further message to the same paper says that on the following morning ambulances went ed and bury the dead. General Wauchone's body was found near a trench. He had been shot through the chest and in the thigh. Severa wounded Boers were taken to the hospital or the side of the hill. The ground in the vicinit of the enemy's trenches was strewn with dead The prisoners said the destruction wrought by the naval gun was enormous, and that the word was passed along the Boer lines to prepare fo retreat at nightfall. All confessed that they suffered the greatest loss they had yet had during the war. The correspondent conversed with several of the Boer doctors who were attending their wounded at the scene of Mon day's fighting: All agreed that the total Boe Josses were over 2,000 killed and wounded Two lyddite shells put out of action sixty-five and seventy men respectively.

WHAT CRONJE SAID. fighting:—"Yesterday there was desultory fighting till six o'clock, when heavy cannon fire the American objections still continue. If was resumed. The Scandinavians stormed a difficult position, but it became untenable, and they suffered severely. I was unable to send help. The British have an overwhelming-force, but they must have had at least 2,000 men-put out of action, either killed or wounded." The report continues: "There are no signs of surrender. Our burghers are fighting with conspicuous bravery, and maintaining their positions under a heavy British fire. Our cannons are of very little use. The British are greatly assisted by balloons, and there are twenty-four ambulances working backwards and forwards between the fighting line and the enemy's camp. Our loss is not known definitely, but I estimate it at 100 killed and wounded."

"LA SEYNE" STILL AGROUND

H.M.S. "HERMIONE" GOES TO ASSIST.

SINGAPORE, January 10th. The French mail steamer La Seyne is still aground near the Garras Light, Garras Island. One of the tugs that went from Singapore to try and tow her off returned yesterday, reporting that Ld Seyne will still fast and their efforts had proved unsuccessful. Further assistance was required, and H.M.S. Hermione left at 9 o'clock this morning to go to the assistance of La Seyne, -Straits Times.

THE CHORUS GIRL MARKET.

has been made public by a suit recently brought before the United States Circuit Court sitting in Boston for the purpose of accovering \$3.710 for an alleged breach of contract relative to the l'employment by one of the theatres in that city of eight girls technically described as "mas-

The plaintiffs in the case are members of a firm in London whose business is that of supplying chorus girls to any theatre that wishes them. In an account given of the case by a special correspondent of the New York Times it is stated the company collects girls and trains. Rudyard Kipling desires me to say, in answer, and singing, and as soon as they are; considerduty, and beggar is a generic term of endear-t theatres all cover the world. Hundreds of, from Sydney, etc., reports :- Left Sydney on theatres are said to be thus supplied the afternoon of the 28th ulto., strong southerly

The girls are in a state of virtual servitude, sub- | breeze increasing to fresh gale was experienced age of their salaries goes to the masters, and is tracts for the girls' services. The arrangement either by themselves or their guardians com-

been a trust or at least a stock company organiz- during the afternoon of the 5th moderate to ed to handle it. It would be a pleasing varia. Strong N.W. and W. winds and moderate seas, tion in the stock exchange list to have quota- with frequent squalls and heavy rain were extions of chorus girls from fair to midding in | perienced during the passage to Dilly (Timor) assorted lots. Such, stocks would be always which port was reached on the afternoon of the lively and moving, with an upward tendency oth. Left on the afternoon of the 10th light generally, but of course a great slump when | wind and fine pleasant weather were met with the frost is on the stage and the angels cease as far as Cabra. During the passage across

much like a traffic in coolies, or at least as an weather moderated and became finer as the importation of contract labour, but then the land was approached. ---uninitiated must not trust to appearances where chorus girls are concerned. They come to us by contract, it is true, but they come as artists to elevate and refine, us, and not as labourers to work for us. All the same the suit of the London firm was dismissed from the United States court on the ground of a lack of jurisdiction, and there seems to be no appeal to a Police Court, so the chances of the plaintiffs getting their money, provided any be due them, is 'slight. All of which goes to show it is not always safe to trust even to muscots when dealing with Boston people.—S. F. Chronicle.

UNCLE SAM WANTS A COALING STATION.

NEW YORK, December 20th. A special to the Sun from Washington says:

The negotiations for the transfer to the United States of Chatham island, one of the Galapagos group, have been opened between this Government and the Government of Ecuador. An encouraging attitude has been assumed by Ecuador and there is every reason to believe that the transfer will be affected by treaty. arrangements, which, of course, must receive the sanction of the Senate, and in a measure that of the House of Representatives, as both branches of Gongress must appropriate the amount of the purchase price before the islandcan become the property of the United States.

Chatham island is desired by the Navy. Deparrment for a coaling station. It lies in the Pacific about 600 miles off the coast of Ecuador. Its possession would be of great advantage to the United States in a naval campaign in the Pacific. The negotiations are said to be the outcome of the story recently published that Great Britain was attempting to secure the Galapagos group. This caused the Navy Department to urge the President to make every effort to obtain Uhatham island for use as a coaling station.

GERMANY SEEKING A COALING STATION.

BERLIN, December 19th.

Dr. von Miquel, Prussian Minister of Finance, has just submitted to Emperor William a special report regarding Prussia's finance from 1897 to 1899. The report on the whole is favourable, showing a duninution of the Prussian debt. The interest on the debt has diminished from 242,000,000 marks to 221,000,000 marks.

In Count von Buelow's, budget speech last week occurred a passage indicating Germany's need of a number of "points d'appui" and coaling, stations for the German navy. This passage was purposely worded cautiously, the meaning being somewhat veiled so as not to attract the suspicions of other nations, but there out, under a flag of truce, to collect the woundmany's aims during the next few years will be | 1843-Birth of the first Hongkong born British earnestly directed to the acquisition of a number of such points in parts of the world where German war vessels, in a time of hosptility, would need them, most particularly in the Far East, the Antilies, Central America, South America and Polynesia.

The Government's denial of the report of the German negotiations for the purchase of the Danish West Indies, while literally correct, is, in a sense, an evasion. Germany really desires St. Thomas, because, with the frequent disturbances in Central American republics, by which German property always suffers largely, and with the Nicaragua canal once completed, a coaling station near by will become highly necessary. Germany, however, has been restrained from entering into negotiations with Denmark for the purchase of St. Thomas out General Cronje's official report forwarded to of consideration for American sentiment, which Pretoria, recorded the following views of the formerly opposed such German acquisition there. 'She is now trying to ascertain whether assured that they do not she will begin negotiations. +S. F. Call.

TOUBLE FOR GERMANS IN SAMOA.

APIA (Samoa), December 13th. Via Auckland, December 19.-The German flag was hoisted over the Courthouse to day as an official notification of the annexation of the islands, by agreement, to Germany. The German Consul, on board the Cormoran, was interviewed by the Samoan chiefs. They informed the Consul that Matazia would be selected to rule. Having declared their government established, the Mataafaites are driving the Malietoans out of the villages. Trouble appears

CHICAGO, December 19th. The correspondent of the Evening Post writes as follows from Apia, under date of November

"The news that Samoa—that is, Upolu and -Savli-is to be handed over to Germany was received here with great annovance by those British who have so long and conspicuously worked to bring the place under British domination. The chances are that most of these people will leave Samoa for good. The small Malletoan party, who had hoped to get in power long enough to officially ask for British protection, are very downlearted and some of them talk of moving up to Tutuila so as to live under the Stars and Stripes: So far, the Germans have. quietly enjoyed their success.

SHIPPING REPORTS.

Captain Dawson, of the steamship Tientsin, from Bangkok, reports: - Strong monsoon to Cape Varella, thence moderate to fresh mon-. soon and very high sea.

Captain Davis, of the steamship Haicking from Foochow, Amoy and Swatow, reports :-Strong N.E. monsoon from Foochow to Swatow with cloudy weather and high seas. Light N.E. wind, smooth sea from Swatow to Hongkong. Vessels in Amoy:--- I Japanese war vessel. In Swatow:- Tamsui, Hoihow, Taicheong, Tryin.

ject to the will of their masters, and compelled as far as Cape Moreton, when the weather to go wherever they send them. When em- moderated and the wind changed to N.E. ployment is obtained for them a large percent. Light to fresh wind from that direction, with squally and dirty weather marked the rest of paid directly to them by the person who con- the run to Cleveland Bay, arriving there at midnight of 1st inst. Left at to o'clock on the is one sanctioned and protected by law, and | morning of the 2nd and reached Cairns late the care is taken to accept only such pupils as are | same night. Proceeded on the voyage after a stay of an hour and a half at that port and petent to make contracts for the sale of their arrived at Thursday Island on the forencon of the 5th, having had light to fresh easterly wind Now that is as nice a trade as ever was, and and tine weather, all through the inner route it is not easy to understand why there has not I north of Fownsville. Left Thursday Island the China sea strong monsoon was experienced To the uninitiated the trade will appear very | until the 117th parallel was passed, when the

NOTANDA. "CALENDAR.

JANUARY. Meteorological means based on fifteen years'

observations to 1898. Thermomeler 59.7 Humidity74 TO-DAY.

WEATHER REPORT. On date at On date at Barometer..... 30.20 Temperature 59 Humidity 82 Rainfall -

TO-DAY,

Friday, 19th January, 1900. Chinese-19th of 12th moon of 25th year of Kwang-sii. Sun-Rises 6hr. 45min. Sets 5hr. 37min. Afternoon tohr. 37min. Low water-Morning 5hr. 12min. Afternoon 4hr. 42min.

ANNIVERSARIES. 1812--Cuidad Rodrigo stormed.

1841—Elliot and Kishen treaty, ceding Hong-1861-Kowloon peninsula formally handed over to Great Britain. 1863- Sailor's Home at Hongkong formally

1870-The Frederic burnt by coolies. 1879-Arrival of Portuguese transport Africa at Macao, from Lisbon, with 200

policemen for the colony. 1885—Battle of Metenmeh. 1888-Mr. Mortimer Murray, British Vice-Consul at Macao, committed suicide.

TO-MORROW. .. Saturday, 20th January, 1900. Chinese-20th of 12th moon of 25th year of Kwang-sii. Sun-Rises 6hr. 45min. . Set 5hr. 37min.

Moon-In Apogee thr. a.m. Moon=In-Equator-thr. p.m. High water-Afternoon ohr. 11min. Afternoontzhr. ..min. Low water-Morning 5hr. 41min. Afternoon 5hr. 5min.

1841-Treaty of Chuenpi concluded. Captain Elliot issued a circular re the cession of Hongkong.

"ANNIVERSARIES.

1871 -Germany proclaimed an Empire. 1878--Adrianopolo occupied by the Russians. 1891-Death of Kalakana, King of Hawaii. Attempt to set fire to the C. N. Co.'s

steamer Pekin at Shanghai. 1896-S.S. On Sang ran on Dunmail Rock and 1897—Census of Hongkong taken; population

> AGÉNDA. TO-DAY.

Cargo ex Sachsen subject to rent. Cargo ex Coptic subject to rent. Cargo ex Trieste subject to rent.

-TO-MORROW N. P. R. steamer Breconshire for Victoria B.C Noon, &P. & O. steamer Massilia, leaves, with mails, for London.

1.30 and 1.45 p.m.—Royal H.K.Y.C. Third -Ulub-Race resailed. Entries for the Hongkong Spring Races close. SUNDAY, 21st.

Daylight-O. & O. steamer Coptic leaves for San Francisco. C. & O. steamer Carlisle City leaves for San Diego and San Francisco. 1.30 and 1.45 Royal H.K.Y.C. Sixth Club Race

Cargo ex Ousang subject to rent. Cargo ex Hyson subject to rent. .Cargo ex Canton subject to rent.

Cargo ex Saint Regulus subject to rent. N. L. II.-A. steamer Ambria leaves for Havre and Hamburg. 😘 p.m.-"Dunnottar" to be sold by Auction, on the premises.

TUESDAY, 23rd. O. S. steamer Antenor leaves for London. Noon-Extraordinary meeting of the China Provident Insurance Co. Ltd. p.m.-Auction sale for spaces, to erect Shooths and matshed for Races, on the

WEDNESDAY, 24th. 1.30 a.m.--Eleventh Ordinary Meeting of the "West" Point Building Co. Ltd. at Company's offices, Victoria Buildings. 12, noon-Twelfth Ordinary Meeting of the Hongkong Land alayestment and Agency Co. Ltd. at the same place. 2.45 p.in.-Auction Sale of household furniture

By Geo. P. Lammert at Rose Villas

TRURSDAY, 25th. C. N. steamer Ransu leaves for Samarang and Sourabaya.

West, Bonham Road.

Ben" Line steamer Beilomond leaves for C. N. steamor Nanchang leaves for Manila, Hoilo and Cebu. Cargo ex America Maru subject to rent. -(About)-P. & O. steamer Bombay leaves for

for friends, 41 445 p.m.

FRIDAY, 26th. Daylight .- N. Y. K. steamer Kannakura Maru leaves for Europe. 4 p.m.-N. Y. K. steamer Tawata Maru leaves for Australia,

4.45 p.m.—Annual General Meeting of the Hongkong Philharmonic Society at the City Hall.

SHIPPING AND MAIL NEWS.

Indian (Chelvdra) to morrow.

English (Bengal) to-morrow. Tacoma (Tacoma) to-morrow. Canadian (Empress of India) 22nd inst. German (Karlsruhe) 23rd inst. German (Oldenburg) 25th inst. American (Gaelie) 3rd prox.

The N. Y. K.'s steamer Varoata' Maru (Australian Line) left Nagasaki for this port to-day and is expected to arrive here on the

The Canadian Pacific Railway Co./s R.M.S. Empress of India arrived at Nagasaki at 5 p.m. on. Thursday the 18th January and left at 3 a.m. on Friday 19th January for Shanghai where she is due to arrive at 3: p.m. Saturday the 20th inst.

Isla de Cuba...... at Kowloon Dock. Isla de Luzon H.I.G.M.S. Hertha ... H.I.G.M.S. Gefton ... U.S.S. Monadnoch ... H.M.S. Tweed..... Kianglung Trafalgar..... Powan Kinshiu Maru...... D. Juan d'Austria ... Menmuir

PASSED THE CANAL

Dapline

Outward - 22nd December - Babelsberg. Kanagawa Maru. 30th December—Asturia, Benvenue, St. Jerome, Indus, Dart, Lootakken, Lynrowan, Olysapo. 2nd January-Ceylon, Braemar, Emma Luykin, Oldenburg, Sanuki Maru, St. Andrews. 5th January -- Laos, Nestor, Teenkai, Erzherzog, Ferdinana, Denbighshire, Ormazan. 9th January - Glenturret, Tuskar. 12th January-Lxion, Calchas, Sado Maru. 16th January-Bayern, Heidilberg, Hakatamaru, Nurnberg.

Homeward—12th Jan. -- Andalusia, Savoia. 16th January-Parra, Sucria.

GUTHRIE, British steamer, 1,495, A. E. Dabelle, 18th Jan.,-Sydney 28th Dec., Cleveland Bay and Cairns and Jan., Thursday Island 5th, and Timor 10th, General.-Gibb, Livingston & Co.

Westphalia, German steamer, 2,300, Strunik, 18th Jan., -Singapore 11th Jan., General. -Siemssen & Co. KANAGAWA MARU, Japanese steamer, 3,867,

John McKenzie, 19th Jan, -- Singapore 13th January, General.—Nippon Yusen PEIYANG, German steamer, 953, R. Köhler,

19th Jan.,-Haiphong 16th January, and Hoihow 17th, Rice and General.-A. R. Lyeemoon, German steamer, 1,238, G. Heuer-

mann, 19th Jan., Canton 18th January, General.—Siemssen & Co.~ HSIN YU, Chinese steamer, 1,040, G. Blithen, 19th Jan, -Canton 18th Jan., General. -

C. M. S. N. Co. WHAMPOA, British steamer, 1,109, P. Garriock, 19th Jan ... Canton 18th Jan .. General .--Butterfield & Swire.

SINGAN, British steamer, 1,053, F. Jamieson 19th Jan., -Canton 18th Jan., General.-Butterfield & Swire. HAICHING, British steamer, 1,267, W. Davis

19th Jan.,-Foochow 16th Jan., Amoy 17th and Swatow 16th, General .- Douglas, Lapraik & Co. TIENTSIN, British steamer, 1,250, Dawson,

19th Jan.,-Bangkok 12th Jan., Rice.-Butterfield & Swire. STANFIELD, British bark, 650, H. Wilson, 19th Jan.,---Rajang 13th December, Timber.-

Clearances at the Harbour Office. Ambria, German str., for Colombo. Whampoa, British str., for Wuhu.

Saikong, British str., for Samsui. Formosa, British str., for Swatow. Devawongse, British str., for Swatow. Singan, British sits, for Shanghai. Kongnam, British str., for Canton. E-sang, British str., for Tamsui.

Departures. Jan. 19, Onsang, British str., for Saigon.

Jan. 19, Thales, British str., for Swatow-Jan. 19, Devawongse, British str., for Bangkok Jan. 19, Huc, French str., for Holhow. Jan. 19, Miike Maru, Japanese str., for Kobe.

Jan. 19, Hermes, Norwegian str., for Hongay Jan. 19, Ilsin Yu, Chinese str., for Shanghai. Jan. 19, Whampon, British str., for Shanghai. Jan. 19, Ambria, German str., for Colombo.

Passengers—Arrived. Per Westphalia from Singapore-450 Chi Per Kanagawa Maru, from Singapore-Mr. Frew, and Europeans.

Per Haiching, from Coast Ports-H.B.M. Consul Playfair, Mr. Sutherland, Miss Mc-Lelland, Master Remedios, Mr. Chung, and Per Guthrie, from Australian Ports-Mr. and

Mrs. Bozario, Mr. and Mrs. E. P. Mistre, Mrs. D. M. dos Dores Carlos and child, Rev. S. Bernado, Messrs. Graffin Cook, J. F. Bell, R. Glendenning, E. F. Slavares, J. de Silva Loyne, Z. S. Pici, J. Fernandez, Z. Carvaldio, J. S. Crabel, B. L. Maclures, F. Martin, C. N. de Silva, E. A. de Silva, J. dos Santos, Augusta Mines, G.-S. Gueneiro, 43 Chinese and 1

Per Tientsin, from Bangkok-20 Chinese, and 5 Japanese.

Per Massilia, from Shanghai for London-Rev. and Mrs. Dempsey, Messrs. R. McCann and D. C. Gibson. For Brindisi-Bishop You imperfection of her digestion-whether slie realised it. Anger. For Bombay Mr. M. S. Joseph. or not-hid the foundation for the pleurisy, the From Hongkong for London-Mr. W. H. rheumatism, and all that followed. Howe, Mr. and Mrs. G. C. Cox. Messrs. S. H. Northcote, Messrs. W. McWhirter, F. Y Edwards and H. B. Batty. For Marseilles-Mr. and Mrs. E. W. Brown. For Brindisi-Mr. D. M. Baldwin, Major J. O. Hutchinson, Mr. H. Lord, and Mr. and Mrs, E. Wilson. For Port Said-Mrs. C. H. Watt, and Mrs. W. R. Foster. For Singapore-Messra A. T. Hart, 5 p.m.-Hongkong Boat Club-Race between D. McGredie, L. D. E. Lancing, Mr. and Mrs. Garrison, Club and German crews. Abbot Robinson, Mrs. and Miss Robinson.

		STEAMERS EXPECTED.				
Names.	From.	Due.				
		-				
BengalS	ingapore	To-morrov				
	ingapore	To-morro				
	ingapore	To-motro				
		To-morrov				
		To-morrov Jan. 21st				

their clerks to furnish this office, on the forms already sup-plied gratis with the latest available information every day,

PROJECTED SAILINGS.

Ship.	Destination.	Dale,
Afridi,	Portland, &c New York	Ok dear
Algoa	San Francisco, &c. San Francisco, &c. London	Mar. 1st
Babelsberg	New York Havre, &c	Mar. 15th
Belgian King Bengal	Straits, &c San Diego, &c Shanghai	Feb. 21st
Breconshire	London London Victoria, B.C	Jan, 25th
Carlisle City Carmarthenshire. Changsha	San Diego, &c San Diego, &c Kobe	Jan. 21st Feb. 10th Jan. 26th
China City of Rio	San Francisco, &c. San Francisco, &c. San Francisco, &c.	Mar. 3rd Mar. 27tl
Diamante	London Manila San Francisco, &c.	Jan. 31st
Eastern	Sydney, &c	Jan. 27th April 4th
Emp. Japan Formosa	Swatow, &c	Mar. 14th Ian. 20th
Glenogle	San Francisco, &c. Victoria, B.C. Swatow, &c	Feb. 10th Jan. 21st
Holsatia Hongkong Maru	Straits, &c	Feb. 8th
Kanagawa Maru. Kansu	Marseilles, &c Kobe & Yokohama Samarang, &c	Jan. 20th Jan. 25th
Karlsruhe Kasuga Maru König Albert	Straits, &c	Jan. 24th Jan. 20th April 4th
Lady Joicey	San Diego, &c Manila Swatow, &c	Mar, 31st Ian, 23rd
Massilia	Europe, &c London Manila, &c	Jan. 20th Feb. 6th
Nippon Maru	San Francisco, &c. Straits, &c. Straits, &c.	Mar. 20th Feb. 21st
Prinz Heinrich	Straits, &c	May 30th Ian. 26th
Rohilla Sachsen	New York	Jan. 20th Feb. 7th
Stuttgart	Yokohama London Straits, &c	Feb. 20th Mar. 21st
Thyra	Manila Yokohama San Diego, &c	Mar. 6th
Weimar	Port Darwin, &c Straits, &c Havre, &c	April 18th Feb. 27th
Wittenberg	Havre, &c Shanghai Thursday Is., &c	Jan. 29th Jan. 21st
. (

STAND BACK AND THEN LOOK.

"Madama" said a wise old physician to a woman who had brought a feeble, anomic, and poorly developed daughter to him for examination. "Madam, the treatment of this girl should have been begun two hundred years ago."

"Sir," she exclaimed, "I don't understand what "Probably not, madam," replied this student of

men and of medicine, "and you wouldn't even should-I try to explain it." How do you best see a picture on the wall? Why.

by standing tack and looking through your hollowed fist or through a tube. Well then, let us first read Mrs. Coombes' letter, and afterwards get a little of what painters call perspective on it and see if we can understand the lessonit teaches. "In the spring of last year, 1895," she says, "I

had an attack of plearisy, which left me low and weak. Subsequently I could not get up my strength, do what I would. My appetite was poor, and after cating I had severe pains about my chest, at my side, and between my shoulders. - I had junscular pains in my arms and shoulders-in fact all over me. I got little or no sleep, and felt quite worn out in the

"As time went on I got weaker and weaker and was scarcely able to get about. I came to be so low. that I thought I never should be better again. I saw in doctor and took medicines, but nothing did me any

"In December (1895) my sister, who lives at Oxford, told me of the benefit she had derived from Mother Seigel's Syrup. I got a bottle from Mr. Cooper, chemist, Oldbury Road, and after taking it found great relief. I could eat well, and food agreed "I now gained strength, and after taking four

buttles was as well as ever and free from all pain, musenlar or otherwise. - I know others who have been benefited by the same medicine. You can publish this statement, as you like ... (Signed) - Charlotte Coondes, 177, Oldbury Road, West Smethers Birmingham, October 8th, 1896,

That is her letter—a plain, truthful, and wellwritten letter. But what do we see behind the simple facts as she sets them down? Is there anything suggested by that attack of pleurity she speaks of I Was that the beginning ! No: Pleuring is the name 'given to an inflammation of the spaces or cavities in which the lungs rest. When the inflammation attacks the lungs themselves we call it pneumonia gif the bronchial tubes, bronchitis; and so on. But they are the same thing, from the same cause namely. impure blood. When the blood is thus polluted, the smallest provocation-a slight cold-may set up any of the above ailments: Rheumatism (which Mrs. Coombes had) belongs to the same group or family

But how comes that impurity or corruption of the blood in which these things arise ! I'll tell you, in the lope that you will remember it. Indigestion. dyspepsia, fermentation of food in the stomach, torpid liver, which leaves the bile neith in the blood, instead of removing them, poisonous, dirt and filth from the stomach getting into the circulation—that's where the fromble comes from. So we see that in cases of pleurisy, &c., there is always what the doctors call, a "history" of dyspepsia. Although this lady had keen dyspeptic symptoms offer the plearisy, a previous Now that is what we see as we stand back and

look. And this is the practical use you are to make of the knowledge : Take care of the condition of your rlomach, and the first day you feel anything wrong ing to find out whether you are going to be worse or not. When your house takes fire you don't wait to see how bad it is likely to be; you stop it immediately. Do so with indigotion.

The old doctor was righten what he said to the woman about her daughter. The girl couldn't halp. Launch leaves Queen Statue Wharf, Messrs, W. G. Robinson, George Gilbert and the neglect of herancortom; but we can do something towards taking care of ourselves __ [Advt.

Untimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY,

JOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the 'Company's Offices, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending

31st December, 1899.
The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 74th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 3rd January, 1900. HONGKONG, CANTON AND MACAO, STEAMBOAT COMPANY,

LIMITED. NOTICE TO SHAREHOLDERS.

THE SIXTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHARE-HOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on THURSDAY, the 1st February, at 3 P.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th January to the 1st February inclusive. By Order of the Board of Directors,

T. ARNOLD,

Secretary. Hongkong, 16th January, 1900.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC-AUCTION, FOR ACCOUNT OF THE CONCERNED. MONDAY, the gand January, 1900, at 3 P.M., at their Sales Rooms, Ice House Street.

THE VALUABLE PROPERTY KNOWN AS "DUNNOTTAR. on Rural Building Lot No. 20. The Peak. For futher Particulars, apply to Messrs, LINSTEAD & DAVIS,

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th January, 1900.

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,

TUESDAY, the 23rd January, 1900, Fat 3 P.M., on the Spot.

The SEVERAL LOTS numbered a to 19 on Plan to be seen at the AUCTIONEER'S OFFICE, for Erection of Booths and Matsheds on the Government Ground adjoining the Race Course, North of the Grand Stand enclosure. TERMS:—As Usual.

· For Conditions of Sale, apply to HUGHES & HOUGH, Auctioneers. Hongkong, 15th January, 1900.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

WEDNESDAY, the 24th January, 1900, At ROSE VILLAS WEST, BONHAM ROAD.

THE WHOLE OF THE HOUSEHOLD FURNITURE. (Particulars can been seen from Catalogue, which will be issued Prior to Sale).

TERMS:—As customary. On View from TUESDAY, the 23rd instant. GEO. P. LAMMERT, Auctioneer.

.. Hongkong, 18th January, 1900.

Potice of Firms.

NOTICE.

THE WANCHAL GODOWNS.

WE the Undersigned have This Day been appointed -ACKNIE Godowns, all Applications for Storage of Goods should be made to us. T. RAUCHENSTEIN & CO.,

. 12; Beaconsfield Arcade. Hongkong, 3rd January, 1900.

THE WANCHAI GODOWNS.

WE have This Day appointed Mesis: T. RAUCHENSTEIN & G. to be AGENTS for the above Godons, all Applicatrons for Storage of 680s should be made to

> TANG LAP TING. MOK KUN HUL MOK YEUK LIM.

Hongkong, 3rd January, 1900.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON,

THE Undermentioned Vessels will sail from CHINA DIRECT

MARSEILLES, PLYMOUTH LONDON.

WITHOUT TRANSHIPMENT.

		LEAVE.		,
STEAMERS.	Tons	S'hai.	H'kong.	S'pore.
Parramatia	4886	Mar. 27	Mar. 31	April 6

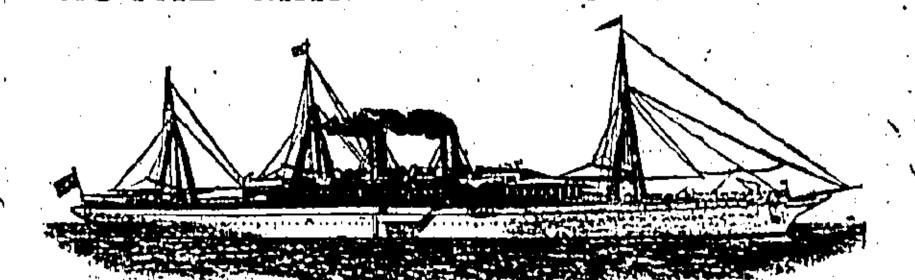
For Freight or Passage, apply to H.-A. RITCHIE,

Massilia ... 5026 April 10 April 14 April 20

Suprintendent, Hongkong. 4th December, 1899.

Mails.

PACIFIC RAILWAY COY.'S CANADIAN ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. $\cdot SAFETY.$

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons: -10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 14th February. EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.WEDNESDAY, 14th March. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Pedder's Street.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

" MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails,

will be despatched from this Port for BOMBAY,

&c., TO-MORROW, the 20th instant, at Noon,

taking Passengers and Cargo for the above

Silk and Valuables, all Cargo for France,

proceeding direct to Marseilles and London;

other 'Cargo for London, &c., will be conveyed

P.M. the day before sailing. The Contents and

Shippers are particularly requested to note

H. A. RITCHIE,

Superintendent.

the terms and conditions of the Company's

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY

JAPAN, THE UNITED, STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

. AND EUROPE;

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nagasaki, Kobe, In- (Sunday, 21st Jan.,

Nagasaki, Kobe, In- (Tuesday, 13th Feb.,

Nagasaki, Kobe, In- (Saturday, 10th Mar.,

"COPTIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN

LAND SEA, YOKOHAMA & HONOLULU,

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities:

of the United States or Canada, Rates, and

particulars of the various Routes may be ob-

to Missionaries, members of the Naval, Military,

to Government officials and their families. ...

Passengers who have paid full fare, re-em-

a discount of 10 per cent. This allowance does

not apply to through fares for China and Japan

address in full; and same will be received at

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the

United States, should be sent to the Company's.

Offices, addressed to the Collector of Customs,

For further information as to Freight or

J. S. VAN BUREN, Agent.

Passage, apply to the Agency of the Company,

Hongkong, 17th January, 1000.

Special rates (First-class only) are granted

on SUNDAY, the 21st instant, at Daylight.

at Daylight.

at Noon.

👉 at Noon. -

Coptic (via Shanghai,

and Honolulu).

and Honolulu).

and Honolulu)

land Sea, Yokohama (

Gaelic (via Shanghai, \

land Sea, Yokohama (

Doric (via Shanghai,

land Sea, Yokohama 🕻 🐇

journey at any point en route.

tained upon application.

San Francisco.

Oueen's Building.

THE Company's Steamship

Value of all Packages are required.

For further Particulars apply to

Hongkong, 19th January, 1900.

Bills of Lading!

HE Steamship

Hongkong, 17th January, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

1774 SHANGHAL, INLAND SEA, KOBE. AND YOKOHAMA.

> PROPOSED SAILINGS FROM HONGKONG.

FOR VETTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire | 3.567 G. E. Elliott | Jan. 23. Glenogle...... 3,750 | R. D. Jones | Feb. 10.

FOR PORTLAND, OFEGON, ... IN CONNECTION WITE OREGON RAILROAD AND NAVIGA.

TION COMPANY: The Abergeldie 3,777 J. Murray ... | Geb. 5. Ports.

THE attention of Passengers is directed to and Tea for London (under arrangement) will the very cheap rates offered by the line, be transhipped at Colombo into a steamer HONGKONG TO LONDON \$47.

Excellent accommodation. First-class bles. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

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Parcels will be received at this Office until 4 The Railroad travelling is second to none or the American Continent. Magnificent Scener! of the ROCKY and CASCADE MOUNTAIN The VELLOWSTONE NATIONAL PARK rough Passengers to EUROPE may proceed by on of he first class ATLANTIC MAIL LINES.

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Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued o Pacific TAKING CARGO AND PASSENGERS TO Coast Points, and to Canadian and United IAPAN, THE UNITED STATES. States Points.

Consular Invoices of Goods for Uniad States Points should be in quadruplicate; and one copy must be sent forward by the stamer to the Freight Agent, Tacoma, Wash., 5r Portland, Or. (whichever may be the destintion of the Steamer).

Parcels must be sent to our Offic (with address marked in full) by 5 P.M., of the day previous to sailing?"

For further information apply DODWESL & C., LIMITED. General Agents.

Hongkong, 18th Janury, 1900.

CALIFORNA AND ORIENTAL TEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and and Honolulu Carlisle City	, The U	NITED ST	ATES, &c
			
Carmarthenshire	2,929	about	Feb. 10
Belgian King	3,379	about	Ecb. 21
Thyra	3,406	about	Mar. (
Lady Joicey		about	Mar. 31
THE Steamship		- 	·- ·- · · · · ·

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN, FRANCISCO, VIA KOBE, YOKO-HAMA and HONOLULU, on SUNDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address. in full. Value of same is required....

tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. . For futher information as to Freight or

Consular Invoices, to accompany cargo des-

Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 17th January, 1900

YUSEN KAISHA. NIPPON

Mails.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



	PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.				
'	" STEAMERS.	DESTINATIONS.	SAILING DATES.		
	KANAGAWA MARU J. MacKenzie	{KOBE and YOKOHAMA	To-morrow, 20th Jan., 4 P.M.	B	
	Kasuga-Maru Æ. W. Haswell	{NAGASAKI, KOBE and YOKO-}	To-morrow, 20th Jan., 4 P.M.	#	
)	SAKURA MARU Wm. Greene 1	{YOKOHAMA (DIRECT)	MONDAY, 22nd Jan., Noon.	8	
~ コロー	YAWATA MARUA. E. Moses	{ MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th Jan., 4 P.M.		
c h		{MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID		1	

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

NORDDEUTSCHER

LLOYD.

Hongkong, 19th January, 1900.



HAMBURG-AMERIKA

Freight.

Freight.

Freight and

Freight.

Freight.

Passage.

(Freight Service.)

(Freight Service.) (Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1 10 1 0 1 12	S. SHIE MAN GO LIKOM	HUNGKUR
	SUBJECT TO ALTERATION	1 - Same
STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG 🧎 🧢	HAVRE and HAMBURG.	(29th)
- Madsen∫ (L	ONDON with transhipment in HAMBURG) { January}
HOLSATIA)	. HAVRE and HAMBURG.	(About 8th)
_ Bahle { (Le	ONDON with transhipment in HAMBURG	February.
	HAVRE and HAMBURG.	About 15th ?
	ONDON with transhipment in HAMBURG	February.
	HAVRE and HAMBURG.	About 27th
Strunck (L.	ONDON with transhipment in HAMBURG	February.
	NEW YORK.	
	(via Suez Canal.)	March.
• ·	un Sungian Agammadation for Design	

About 15th About 27th About 15th ----- These Steamers have Superior Accommodation for Passengers and carry a Doctor and

a Stewardess. For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co.,

TOYO KISEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via Shanghai, Nagasaki, Saturday, 27th Jan., Kobe, Inland Sea, Yokohama & Hono-

at Noon. Hongkong Maru (via Shanghai, Naga-Thursday, 22nd Feb. saki, Kobe, Inland

Sea, Yokohama and Honolulu) Nippon Maru (via) Shanghai, Nagasaki, Tuesday, 20th March, . Kobe, Inland Sea, at Noon. Yokohama & Hono-

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

their journey at any point en route.

obtained on application.

 \mathcal{L}_4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND; the regular tariff rate. Through Passage Tickets granted to Eng. lines.

Special rates (first class only) are granted to on application. to Government officials and their families. Diplomatic and Civil Services, to European

portation to Yokohama and other Japan Ports, Officials in the service of China and Japan, and to San Francisco, to Atlantic and Inland Cities | ation to Yokohama and other Japan Ports, to of the United States, via Overland Railway, to San Franscisco, to Atlantic and Inland Cities barking at San Francisco for China or Japan | Havana, Trinidad, and Demerara, and to ports of the United States, via Overland Railways, to in Mexico, Central and South America, by the Havana, Trinidad, and Demerara, and to posts (or vice versa) within one year, will be allowed Company's and connecting Steamers. Freight will be received on board until 4 Company's and connecting Steamers.

> Consular Invoices to accompany Cargo destined to points beyond San Francisco in the tined to Points beyond San Francisco, in the

Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, No Fire Insurance has been effected. Queen's Building.

. S. VAN BUREN, Agent. Hongkong, 4th January, 1900.

TO SAN FRANCISCO, VIA INLAND SEA PACIFIC MAIL STEAMSHIP. CO.

Agents.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG. *Algoa (via Moji, Kobe) Thursday, 1st March, and Yokohama at Noon.

Ghina (via Shanghai, Nagasaki, Kobe, In- (Saturday, 3rd March, land Sea, Yokohama at Noon. and Honolulu) · Gity of Rio de Janetro \

(via Shanghai, Naga-Tuesday, 27th March saki, Kobe, Inland at Noon. Sea, Yokohama and Honolulu)

(* Taking Cargo only.) THE U.S. Mail Chartered Steamship-

"ALGOA," SEA, YOKOHAMA and HONOLULU, on will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on/or A P.M., will be subject to rent. about THURSDAY, the 1st March, at Noon. Steamers of this line pass through the IN- Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LAND SEA OF JAPAN, and call at Honolulu. LULU, and Passengers are allowed to break and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, . Through Passage Tickets granted to England France, and Germany by all trans-Atlantic France and Germany by all trans-Atlantic lines lines of steamers, and to the principal cities of of Steamers, and to the principal cities of the the United States or Canada. Rates may be United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO | Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail EUROPE have the choice of Overland Rail routes from San Francisco including the Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, SOUTHERN PACIFIC, CENTRAL PACI-UNION PACIFIC, DENVER and RIO GRANDE, FIC, UNITED PACIFIC, DENVER and and Northern Pacific Railways; also the RIO GRANDE, and NORTHERN PACIFIC CANADIAN PACIFIC RAILWAY on payment of RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to

CITIES in the United States have between Passengers holding Orders FOR OVER San Francisco and Chicago, the option of the LAND CITIES in the United States have. SOUTHERN PACIFIC, CENTRAL PACIFIC, between SAN FRANCISCO and CHICAGO Union Pacific, Denver and Rio Grande, the option of the SOUTHERN PACIFIC and other direct connecting Railways and from | CENTRAL PACIFIC, UNION PACIFIC, Chicago to destination the choice of direct DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago: Particulars of the various routes can be had to destination the choice of direct lines. Particulars of the various routes can be had

Missionaries, members of the Naval, Military, | Special rates (first class only) are granted to Diplomatic, and Civil Services, to European Missionaries, members of the Naval, Military, officials in the service of China and Japan, and Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and Through Bills of Lading issued for trans- to Government officials and their families.

Through Bills of Lading issued for transportin Mexico, Central and South America, by the

P.M. the day previous to sailing. Parcel Freight will be received on board until 4 P.M. All PARCEL PACKAGES should be marked to Packages will be received at Office until 5 P.M. the day previous to sailing, Parcel Packages same day; all Parcel Packages should be will be received at the Office untiles P.M. same the Company's Office until FIVE P.M. the day, marked to address in full; value of same is day; all Parcel Packages should be marked to late hereby notified that their Goods are at their Consular Invoices to accompany Cargo des-

> Office in Scaled Envelopes, addressed to the Office in Scaled Envelopes, addressed to the of Lading. Collector of Customs at San Francisco. For further information as to Passage and

> > J. S. VAN BUREN, Agent.
> >
> > Hongkong, 18th January, 1909

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KARRACHI, BOMBAY, PENANG AND SINGAPORE.

THE Steamship"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:-From Trieste, ex S.S. Imperator transhipped

at Bombay. From Venice, ex S.S. Carlotta & Massimiliano

transhipped at Trieste. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before

Noon on the 19th instant, or they will not be No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th

instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Hongkong, 13th January, 19"0. PACIFIC MAIL STEAMSHIP COMPANY

NOTICE. CONSIGNEES of CARGO per Steamship

" ONSANG." are hereby notified that their Goods are at their risk being discharged into Lighters and/ or landed into our Godowns at Wanchai and delivery may be had either, from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant will be subject to rent. No Fire Insurance has been effected.

J. S. VAN BUREN, Hongkong, 15th January, 1900.

TION COMPANY, LIMITED. NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGA-

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

"HYSON," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

goods are landed. Goods not cleared by the 22nd instant, at Noon will be subject to rent. No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after -which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY. JARDINE, MATHESON & Co.,

Agents. Hongkong, 15th January, 1900. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CANTON."

FROM ANTWERP, LONDON, PORTSAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :-From Italy, ex S.S. Thames.

no Claims will be recognised.

From Brindisi, ex S.S. Isis. Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY. Goods not cleared by the 22nd instant, at

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten

days after the Vessel's arrival here, after which

H. A. RITCHIE, Superintendent. Hongkong, 16th January, 1900.

STEAMSHIP "SAINT REGULUS," FROM NEW YORK AND STRAITS.

NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, ... Agents.

Hongkong, 16th January, 1900.

TOYO KIŞEN KAISHA.

CONSIGNEES of CARGO per Steamship

landed into our Godowns at Wanchai and delivery may be had either from Lighters or United States should be sent to the Company's United States, should be sent to the Company's from Godowns upon countersignature of Bills: Goods remaining unclaimed after the 25th instant wilt be subject to sent.

J. S. VAN BUREN.

NOTICE TO CONSIGNEES.

FOREIGN COMMENT ON OPERA-TIONS IN SOUTH AFRICA.

On the Continent, the alleged absence o knowledge and ability on the part of the British strategists calls forth expressions of surprise. Prussian and Dutch officers know the ground to some extent, and they wonder how Methuen thinks he will manage his march from Kimberley to Bloemfontein, the occupation of Bloemfontein being the minimum of advantage he ought to attain. It is well known that the Free-Staters at first thought it would be impossible to prevent the English from occupying their capital, and all stores have long since been removed. But if Methuen attempts to reach Bloemfontein from Kimberley, he will be without the necessary railroad to furnish supplies, and, according to his own accounts, English troops do not like to fight without their dinner. The Paris Matin, sifting all this, finds, on the authority of its London correspondent, that a good many English begin to doubt their ability to win, especially as the Boers care nothing for the British navy.

The Boer losses seem to be comparatively slight—not as heavy, even, as they appear to be in the Boer telegrams, which also, it is alleged, are edited by the British censor. We have in our possession complete lists of the Boer losses in the engagements of Glencoe, Ladysmith, and Mafeking, giving the name and home address of every one wounded or killed. These lists are quoted from the Pretoria Staats Courant by such papers as the Rotterdam Courant Nieures van den Dag and Handels-blad, und the Utrecht Courant. According to these lists the Boers lost as killed, 28 wounded at Glencoe, I wounded at Dannhauser's (where the British cavalry surrendered), over 600 in killed, wounded, and prisoners at Elandslaagte. The Pretoria Staats Courant regrets that, owing to the deplorable reverse encountered, it is unable to inform the families of the missing men whether they are killed, wounded, or prisoners Colonel Schiel is reported to have been killed in the beginning of the fight, Commandant Kock killed before the British took the position. Among the Continental criticisms of the

army's work thus far, one of the most charitable Is by a Prassian officer, the London correspondent of the Frankfurter Zeitung, whose professional remarks are occasionally quoted by the English papers. We condense an article which has been ignored by the British press, but which has circulated widely in continental countries:

The signs that something is wrong with the British army are getting too numerous to be overlooked, especially as they explain much that has already happened and may help us to understand future events. It will be remembered that two British battalions were taken pri soners at Nicholson's Neck, although their insignificant losses-25 killed and 80 woundedhardly warranted their surrender. No one expects troops to rely upon the bayonet in these days, but later evidence shows that these battadions were not as yet without ammunition. Unless the authorities prefer to hush up the matter, the fact remains to be explained that two battalions surrendered against the will of their commander. What a contrast to the much less numerous Boer militia in the fight at Elandslaagte l

· I have watched the British manœuvers, and they convinced me that the only British troops which possess a through military spirit are the Scots. The detachment at Nicholson's Neck would not have surrendered had they been Scotch. It will be remembered that two English battations failed to do their duty at the heights of Dargai. A Scottish battalion stormed the position with losses hardly worth mentioning. Again, Colonel Schiel mentions the Scots with respect in his description of the Elandslaagte affair, while he badly disguises his contempt for the English Lancers.

Now, I do not like to blame the English officers, and would not like to think that they Burnest, L. C. failed to shew courage. Even if they did, it | Crook, Miss H. C. would be well for us to remember that officers | Charlis, W. D. of the Prussian army, after the battle of Jana, Cum Yi. W. S. exhibited a cowardice which we would hardly like to call Prussian. It must be the fault of the men. We hear, for instance, that a company and a half of mounted infantry sent to attack the enemy at Kimberley, "retired" because they suddenly received the fire of the enemy. They lost their commander and one other officer killed, two officers and two men wounded. Four officers and two men What were the men doing all this while? From Mafeking comes the report that an attack of the Boers cost the garrison two officers, two non-commissioned, and one private killed, three non-coms, and two privates wounded. One can hardly escape the impression that only | Chan Yau Wing officers and non-coms. in the British army Church, Mrs. F. possess the necessary courage to meet the enemy's fire. In that case we may expect some strange news, unless the troops arriving later possess more spirit.

The London Standard asks whether the Delen, Mrs. L. British officers have forgotten the lessons D'Aiey, Mrs. E. learned on the manœuver field. I beg to point Dubbers, A. out that the English manœuvers teach nothing. Davidson, N. J. They are conducted as if every opposing force were composed of savages, who know nothing of tactics and can not shoot, Hence the exhibition of bravery on the part of the officers, and their want of ability.

Father Matthew's latest version is that the two battalions to whom he was attached surrendered "because the Boors prepared to attack them with artillery." General Joubert's report on this runs as follows:

"About two hundred English were seen to approach from Dundee the morning after the engagement. We expected some of Lucas Meyer's men from that direction, and went to meet them. We soon discovered our mistake. They took up a position near a house. A fieldpiece which our men had near them began to fire upon them, and at the third shot they surrendered. On our side only one man was hurt, Fanie [Stephen] Minnor."

Thorough examinations to get at the actual facts hidden in the multitude of published reports are made by most of the leading continental papers. There is much faceticus comment upon those. English newspapers which ask the world to admit the superiority of the British army, and which compare the engagements in South Africa to great battles. The London correspondent of the Amsterdam Handelsblad believes that the exhibition of English enthusiasm is wanting in sincerity, and that at least the educated Englishman begins to think of the part England is playing as some-thing the reverse of dignified. He says:

"The cultured English with whom I. have spoken are not at their ease under. Hoistadt, L. all this braggadocio. I was in Germany Hamilton, Miss E. during the war-of 1870. I never heard any. Hopkins, R. G. thing that could be said to approach all this Harrison, Miss L. bluff, this continual bragging, about the un- Horny, C. surpassed bravery of the British soldier. Yet Holt, G. C. the Germans were successful against a power. Hoffman, G. M.
ful enemy. The bluffing here reminds one Howard, Miss M.
very much of a boy who whistles in the Hunt, G.
dark to keep up his courage. For in view of Hutchison, G. W. this splendid bravery, this mighty power, it is Hall, J. A. not easy to understand why people are afraid Iplician, S. that a few thousand herdsmen will upset the likesaki, Miss M. British empire. It is the splendid bravery of Iburg, Charles the Persian who meets the Greek, and of the Ishibothi, M.

tions made for The Literary Digest,

Spaniard who faces the Hollander Translat Jackson, H.

Johnson, G. C.

FRENCH GRATITUDE.

The indecert rejainings with which, not only the Yellow journals of France; but also the more respectable organs, have greeted the capture of a few bundred English soldiers who fought till they had shot away all their ammunition is in striking contrast to the attitude of England when in 1870 real misfortunes overtook France. and hundreds of thousands of her best soldiers laid down their arms without attempting to strike a blow. No London newspapers decorated their offices because of the fall of Sedan and Metz, but the news was received with respectful sympathy. Moreover thousands of ladies set to work to prepare lint for the wounded, and when Paris fell large sums were subscribed by the "perfidious" English for the relief of the starving and wounded French. On January 18, 1871, a meeting was held in London to raise funds, and in four days £24,000 was subscribed, the total reaching £126,000. On February 2 sixty eight tons of food were taken over to Paris by Colonel Stuart-Wortley and Mr. George Moore. In addition to this £44,000 was subscribed for the French Peasant Farmers' Seed Fund, over £6,000 for Distress in France by the London Committee, nearly £10,000 for the Refugees' Benevolent Fund, nearly £5,000 for the French wounded. besides many other contributions in money and kind. None of the heroes who are so loud to-day in their abuse of England repudiated the thousands of pounds given out of pure charity to starving Frencemen by the sympathetic English. The swashbuckler de Cassagnac, the hysterical Millevoye and Henri Rochefort, who periodically sneaks across the Channel to escape the penalty of his crimes, forget all these things in their anxiety to prove that English has always been France's worst enemy. If these writes, with all the wealth of vile language at their command, can find any terms sufficiently contemptuous to apply to people who accept charity and then turn around and insult the givers, they will do well to employ them on that section of the French which invents and swallows baseless slanders about-England and the English. -- Globe.

> UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office :-Arnold, A. K. Kuster Angier, A. G. Kane, Mrs. O. Abraham, L Lochemder, Lord Ah Fong, Miss Lillie, J. J. Amoy, Fanny Alekseiff, M. Lanka, J. Lambir & Dodge, J. E. Armstrong, A. Lourenthal, J. Alves & Co. Messrs. Linse, M. H. Laloubere All, Miss Lec, C. A. Lieut. Barker, A. M. Bingham, Mr. & Mrs. McClelland, Miss Moseley, Mrs. M. E. Barton, W. T. Maitland, R. A. Bückendorff, A. Brown Bros., N. P. Mason, Miss F. O. Maitre, C. E. Butt & Co. McGovern, P. Butt, W. S. McCoughan, E. L. Blasersky, A. Madegain, G. Brown, R. A. Bisset & Co., Messrs. Maligany, C. Moore, Mrs. M. Mui Yung, Mrs. Montilla, T. Mowrer, F. R.

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FOR LONDON.

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SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "OUEEN ELEANOR,"

will be despatched for the above Port, on or [38] about the 1st February. To be followed by The Steamship "MORVEN,"

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Hongkong, 3rd January, 1900. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"MENELAUS," Captain Towell, will be despatched as above on TUESDAY, the 6th February. For Freight, apply to
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FOR MANILA.

THE Company's Steamship.

Captain Anderson, will be despatched above on THURSDAY, the 15th February. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the

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"FORMOSA," Captain Douglas, will be despatched for the above Ports, I'O'MORROW, the 20th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 19th January, 1900.

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," MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Davlight. For Freight or Passage, apply to

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'Hongkong, 18th January, 1900.

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THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched as above on TUESDAY, the 23rd instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE

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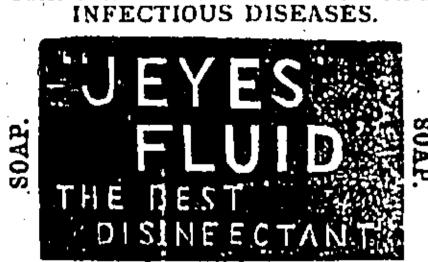
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Libegud, Mrs.

Bimmonds, Mrs.

Smith, Mrs. Albert Gorges, Colonel E. H. Smith, Mr. A. Findlay Stokes, Mr. A. G. Hallifax, Mr. and Mrs. Stokes, Mr. A. P. Thomson, Mr. O. D. Hays, Mr. J. Wardwell, Misses (2) Helm, Mr. H. L. Wardwell, Miss . Jacob, Mr. F. B. Wheeler, Mr. G. H. CRAGIEBURN.

Andrews, Mrs. Simonds, Capt. C. B. Clementi, Mr. C. Cottam, Mr. and Mrs. Snow, Lt. C. F., U.S.N. Snow, Mrs. C. F. and J. P. and son Flynn, R.N. Rev. F. daughter Johnson, Rov. F. T. Strong, Dr. Richard Tohnston Mr. R. F.

Volpicelli, Consul Volpicelli, Madamo

The Share Market.

LATEST QUOTATIONS.

(January 19th.)

Paid up Latést Companies. quotation Capital. Banks. Hongkong & Shanghai Banking Cor-\$125 343 % premium poration The Bank of China & Japan, Limited-£ 5 Nominal (Preference) The Bank of China & Japan, Limited-£ 4 £1 buyers (Ordinary)..... The Bank of China & Japan, Limited-£ 1 £5.5 buyers (Deferred)..... National Bank of China, Ld... Do. Founders ...

Marine Insurances. Union Ins. Society of Canton, Ld. \$ 50 \$235 China Traders' Ins. Co., Ld. \$ 25 357 North China Ins. Co., Ld. £ 25 Tls. 180 Yangtsze Ing. Assoc. \$ 60 \$112 buyers Ld. 🚱 Canton Ins. Office, \$ 50 \$130 \$ 20 \$2

Fire Insurances. Hongkong-Fire Ins. Co., Ld. China Fire Ins. Co., \$ 20 \$88 Shipping. Hongkong, Canton, &:

Macao Steamboat Co., Limited \$ 15 \$31 Indo-China Steam ₹ 10 \$88 Navigation Co., Ld. China & Manila S.S. Co., Ld. \$ 50 SBS Douglas Steamship Co., Ld. \$ 50 \$51 China Mutual S. N. Co., Ld.—(Pref.) ... £ 10 £9.15 buyers China Mutual S. N. Co., Ld.—(O'ary)... £ 10 £9.10/-China Mutual S. N. Co., Ld.—(O'ary)... £ 5 £4.15 Star Ferry Co., Ld.... \$ 10 \$20

"Shell" Transport & Trading Co., Ld. ... £100 £240 Refineries. China Sugar Refining Co., Ld. \$100 \$118 Luzon Sugar Refining Co., Ld. \$100 \$47}

. Mining. Punjom Mining Co., Ld. Punjom Mining Preference Shares \$ 1 \$1.30 Société Française des Charben sages dù Tonkin Fcs. 250 \$350 Queen Mines, Ld. ... 25 cts. 180.30 Telebu Minning and Trading Co., Ld. ... \$ 5 \$12} Raub Allian Gold

Mining Co., Ld. ... 15s. 10d. \$611. Olivers Freehold Northington, Dr. O. C. | Olivers Freehold Mines, Ld. \$ 41 \$6 Great Eastern & Cale donian Gold Mining Co., Ld. ...;.... Do. (Preference) \$ 1 30,40

> Docks, Wharves and Godowns. Hongkong & Whampo Dock Co., Ld. \$125 |535 % premium | Hongkong and Kowloon Wharf & Godown Co., Ld. **'\$ 50 \$85** Wanchai Warehouse · & Storage Co., Ld. \$ 371 \$431 ex div New Amoy Dock Co., \$ 61 \$21

Ld Lands, Hotels and Buildings. China Provident Loan & Mortgage Co., Ld. \$ 10 |\$9.25.ex div Hongkong Land Investment & Agency Co., Ld. \$ 50 \$116 buyers Kowloon Land and Building Co., Ld... \$ 30 \$28 West Point Building Co., Ld. \$ 50 \$35 \$,50 ;\$122}

Hongkong Hotel Co., Humphrey's Estate & \$ 10 \$9.25 Finance Co., Ld. ... Cotton Milis. Spinning, Weaving

Hongkong Cotton & Dyeing Co., Ld... \$100 \$50 Ewo Cotton Spinning & W. Co., Ld.Tls. 100 Tls. 55 International Cotton Mfg. Co., Ld.......Tls. 100 [Tls. 65] Laou-kung-mow Cot-_ton__Spinning__& Weaving Co., Ld ... Tls. 100 Tls. 721 Soy Chee Cotton Spinning Co., Ld....... Tls. 500 Tls. 375

YahloongCottonSpinning Co., Ld.......Tls. 100 Tis. .54 Miscellaneous.

Green Island Cement. \$ 10 \$29 China-Borneo Co., Ld. 8 15 \$15 A. S. Watson & Con 8 10 \$161 Limited Watkins, Limited ... \$ 10 \$10 Hongkong Electric Co.. Limited \$ 10 |\$91 Hongkong Electric Co., Limited \$ 2 32 Hongkong and China Gas Co., Ld...... £ 10 \$135 Hongkong Rope Ma-8 50 \$275 nufacturing Co., Ld. Geo. Fenwick & Co., \$ 25- \$49 Ld. H'kong Ice Co., Ld. \$ 25 \$135 H'kong High - Level Tramways Co., Ld. \$100 \$150 \$ 6 \$6 Dairy Farm Co., Ld. Hongkong and China Bakery Co., Ld. ... \$ 50 \$25 Campbell, Moore and \$ 10 \$16 Co., Ld. Bell's Asbestos Eastern Agency, Ld. ... £ 1 £1 nominal. United Asbestos Oriental Ag'cy, Ld., \$ 4 \$2 United Asbestos Oriental Ag'cy, Ld., \$ 10 \$10

Carmichael & Co., Ld.

Tebrau Planting Co.,

Telegraph Address-"Righte."

Telephone No. 148,

La Charge and a second and a second as a s BENJAMIN, KELLY & POTTS Share Brokers.

\$ 20 \$8

EXCHANGE.

Hongkong, 19th January. On LONDON, Telegraphic Transfer...1/11 7/16 Bank Bills, on demand 1/118 Credits, a months' sight2/o-On Paris, Bank Bills, on demand2.46] ON NEW YORK, Bank Bills, on demand ...477 Credits, 30 days' sight48# UN BOMBAY, Telegraphic, Transfer 1434 On demand......144 ON SHANGHAL, Telegraphic Transfer712 Private, 30 days' sight72 ON YOKOHAMA, T.T.4 per cent. prem. Sovereigns, Bank's Buying Rate\$10.24 Gold Leaf 100 touch, per tael53.65 Dollare 27 per cent. prem' OPIUM QUOTATIONS.

Hongkong, 19th January. New Patna927 per chest. New Benares922 Old Malwa,.....890 Persian, paper tied840/850 Best Quality

VESSELS IN PORT.

Steamers. AMERICA MARU, Japanese steamer, 6,210, P. H. Going, 18th Jan.,—San Francisco 21st Dec., Honolulu 28th, Yokohama toth Jan., Kobe 12th, Nagasaki 13th, and Shanghai 15th, Mails and General.—J. S. Van Buren. BRECONSHIRE, British steamer, 2,323, Geo. Elliott, 18th Jan.,—Tacoma via Ports 7th

Dec., General.—Dodwel & Co., Ld. CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 18th Jan.,-San Diego 27th Nov., General .- Butterfield & Swire. CHOWFA, British steamer, 1,050, J. Williamson,

17th Jan.,-Saigon 12th Jan., Rice.-Butterfield & Swire. COPTIC, British steamer, 2,744, J. C. Rinder, R.N.R., 11th Jan, San Francisco 13th Dec., and Shanghai 9th Jan., Mails and General.—O. & O. S. S. Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,-Kutchinotzu 26th Dec., Coal.-Siemssen & Co. DIAMANTE, British steamer, 1,225, R. W. Almond, 13th Jan.,-Manila 10th Jan., General.—Shewan, Tomes & Co.

FAUSANG, British steamer, A. 110, T. A. Mitchell, 18th Jan, -- Wuhu and Chinkiang 14th Jan., Rice and Ground-nuts.-Jardine, Matheson & Co. FORMOSA, British steamer, 674, J. Douglas,

18th Jan., -- Anping 12th Jan., Amoy and Swatow 17th, General.—Douglas, Lapraik & Co. HONGKONG, French steamer, 739, Bastian, 27th Dec.,-Haiphong and Hoihow 26th Dec., General.—A. R. Marty.

HSINCHI, Chinese steamer, 1,063, M. F. Patterson, 17th Jan.,-Canton 17th Jan., General.—C. M. S. N. Co. KASUGA MARU, Japanese steamer, 2,213, E. W. Haswell, 18th Jan.,-Melbourne and

Manila 15th Jan., Lead and General.-Nippon Yusen Kaisha. MACDUFF, British steamer, 1,882, R. Glegg, 16th Jan.,-Moji 11th Jan., General.-Dodwell & Co., Ld.

MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 17th Jan.,-Amoy and Swatow 16th Jan., General.-Order. MASSILIA,-British_steamer, 2,908, C. Gadd, 18th Jan., -Shanghai 16th Jan., Mails and

General.-P. & O. S. N. Co. MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Sourabaya and Cheribon 25th Nov., Sugar.-Jardine, Matheson & Co. PROPONTIS, British str., 1,390, W. Mackay, 17th Jan., -Singapore 6th Jan., and Hoihow 16th, General,-Heung Sing Steamship

QUARTA, Germansteamer, 1,146, H. Johannsen,

Lockyer, R.N.R., 17th Jan., -Yokohama 10th Jan., General.-P. & O. S. N. Co. SABINE RICKMERS, British steamer, 690, J. R. Nasbot, R.N.R., 17th Dec.,-Amoy 16th Jan., General.—Arnhold, Karberg & Co. ST. PAUL, American steamer, 1,866, Hays, 10th | Rossia, Russian armourd cruiser, 12,200 tons,

Jan., -- Manila 6th Jan., Ballast. -- Order. ST. REGULUS, British steamer, 1,999, C. W. Nov., and Singapore 9th Jan., General.-Dodwell & Co., Ld.

SAKURA MARU, Invanese steamer, 1,830, W. W. Green, com Jan, Moji 11th Jan, Coal.-Nippon Yusen Kaisha. SHANTUNG, British steamer, 1,835, A. W. Saies, 16th Jan.,-Moji 9th Jan., Coal.-Butter-

field & Swire. SUNGKIANG, British steamer, 1,012, S. W. Moore, 18th Jan.,—Manila 15th January, General.-Butterfield & Swire. TSINAN, British steamer, 1,459, O. Anderson, and Jan.,-Sydney and Melbourne 9th

Dec., Coal and General.—Butterfield & Swire. Bailing Vessels.

BITTERN, British barquentine, 399, Thos. Askin, 13th Jan., - Fremantle via Geraldton toth Jan., Sandalwood.—Siemssen & Co. KING ARTHUR, British ship, 1,562, Robertson, 1st Jan.,-Cardiff "3rd August," Coal,-Admiralty.

TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.,-Hongay 15th Dec., Ballast .- Sander, Wieler & Co. WARATAH, British schooner, 25, Haynes, 23rd Sept.,-Takow 15th Sept., Ballast.-Mr. F.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May, and Rio Janeiro 41th July, Kerosine.-Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 19th, 1900. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. qif. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong

Algerine, sloop, 1,050 toxs, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.

Barfleur, 1st class battleship, 13,000 tons, 14. guas, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Hongkong. Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Mont-gomerie, C.B., R.N., Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 hip. Capt. R. B. S. Wrey, Hongkong. Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellice, Hong-

Dapline, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow. Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

200 i.h.p., Lieut.-Comdr. C. Chadwick, Fame, twin screw, torpodo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes,

Hongkong. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-bont destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. D'ments, 4 months' sight2'of Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding,

Hongkong. Credits, 4 months' sight.......2.52 | Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong. Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas,

Hongkong. Phanix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila. Redpole, British gunboat, 805 tons, Capt. F. F.

· Haworth Booth, Shanghai. Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Powell, Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River. Undaunted, 1st class cruiser, 5,600 tons, 12

guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong. Victorious, British battleship, 14,900 tons, 32

guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong. Whiting, twin screw, torpedo-boat destroyer,

360 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong. Wivern, coast desence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, British gunboat, 2 guns, 560 h.p.,

Lieut.-Comdr. Watson, on the Yangtsze. Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Mongkong. Presidento Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,

Captain Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 b.p., Captain Elkisky, at Nagasaki. Bobre, her Jan gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Comdr. Sharon, at Nagasaki. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki. Gremiastchy, Russian armoured cruiser, 1,492 - tons, twin screw 12 guns, 2,000 h.p., Capt.

Miklashevsky, at Nagasaki, Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150-h.p., Capt. Sillmann, at Nagasaki. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki,

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Naga-, 11th Jan.,-Moji 6th Jan., Coals.-Sander, Wayezatnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

ROHILLA, British steamer, 2,216, S. de B. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 lup,, Captain Coprianoff, at Nagasaki. Pamiai Arowa,* Russian cruiser, 6,000 tons, 36

guns, 8,000 h.p., Captain Niedermiller, en route Singapore. 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.

McMillen, 16th Jan., -New York 11th Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons,

14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo, Vostock, Russian torpedo gunboat, 4 guns, 650

h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, - .- at Nagasaki.----Zabiaka, Russian cruiser, 1,230 tons, 20 guns,

2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skorpton, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots,

Sootchina, Russian torpedo hoat, 87 tons, 4 guns, 970 h.p., to knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., th knots,

Strauss, Russian torpedo boat, 23 tons, 1 gun, 270 n.p., 10 knots, Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

 RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons. 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots. Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69-

19.7 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff.

tons, 3 guns, 2 torp tubes 780 h.p., speed

THE FRENCH SQUADRON. Bengali, and class dispatch-boat, Lt.-Comdr.

De La Croix de Castries, at Haiphong. D'Entrecasteaux, * 1st class cruiser, 8,1.14 tons, 26 guns, 13,500 lihip, Captitide Sascho. Marolles, at Salgon,

Fingality of Rear Advantage Reament

Descartes, and class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, Kwang-chow-wan.

Eure, Dispatch-transport, Capt. Vallée, a Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Kwang-chau-

Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chau-wan. Pascal, and class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Kwang-chau-wan. Surprise, gunboat, 627 tons, 10 guns, 860 l.h.p., Capt. Mornet, at Saigon. * Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns 9,000 h.p., Capt. Rollmann, Hongkong. Hansa,* German cruiser, 6,400 tons, Capt Pohl Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong. Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, Canton. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki. Tamar, receiving ship, 4,600 tons, Comdr. Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai. * Flagship of Admiral Fritze.

THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413, tons,

10 guns, 10,064 h.p., Capt. J. M. Forsyth, Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Calluo, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998

h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Com. W. H. Everett, at Hongkong. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Coindr. John

McGowan, at Hongkong. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Lieut. L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde. at Manila. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

h.p., Condr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, en route Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila. THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Call, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Etna, Italian cruiser, 3,500 tons, Capt. G. Giorello, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns,

Itsuskushima, 1st class, 4,277 tons, 35 guns,

Hashidate, ist class, 4,277 tons, 35 guns, 5,400

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p.,

Cruisers.

Kdsagi, protected cruiser, 1st class, 4,978 tons,

Chitose, protected cruiser, 1st class, 4,978 tons,

Voskino, protected cruiser, Ist class, 4,150 tons,

Naniwa, protected cruiser, 1st class, 3,709 tons,

Takachiho, protected cruiser, 1st class 3,700

Chiyoda, protected cruise, 1st class, 2,450 tons,

Takasago, protected cruiser, 1st class, 4,227

tons, 30 guns, 10,000 h.p., at Yokosuka.

Akitsusu, protected cruiser, 1st class, 3,150

Suma, protected cruiser, 1st class, 2,750 tons,

Idsumi, protected cruiser, 1st class, 2,950 tons,

Sai-yen, protected cruiser, 1st class, 2,300 tons.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Sloops and Corvettes.

Musaski, 1,490 tons, 110 guns, 1,600 h.p.; at

Kalsuragi, 1,480 tous, 10 guns, 1,600 hip, at

Yamato, 1,480 tons, 10 guns, 1,600 lip., at

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Pusan.

20 guns, 6,080 h.p., at Yokosuka.

15 guns, 2,800 h.p., at Yokosuka.

at Shanghai.

Chemulpo

h.p., at Amoy.

2,887 h.p., at Kure:

Yokosuka

Capt. Shimamura, 24 guns, 8,500 h.p., at

tons, 24 guns, 7,120 h.p., at Keelung.

30 guns, 15,500 h.p., at Saseho.

30 guns, 15,500 h.p., at Kure.

30 guns, 8,500 h.p., at Kure.

32 guns, 15,000 h.p., at Kure.

24 guns, 7,120 h.p., at Manila.

27 guns, 5,500 h.p., at Kure.

26 guns, 8,500 h.p., at Saseho.

h.p., at Kure.

h.p., at Yokosuka.

h.p., at Yokosuka.

5,400 h.p., at Saseho.

5,400 h.p., at Kure.

h.p., at Yokosuka.

at Yokosuka.

Lungkiang, British steamer, 141, J. J. Lossius, Liguria, Italian cruiser, 4,500 tons, Captain -Hongkong, Canton and Macao Steam-Casella, Shanghai. Stromboli, Italian cruiser, 4,000 tons, 36, guns, 6,252 h.p., Capt. C. Bregante, Singapore.

Sun Chow, Chinese steamer,-Ah' Yon. Hongkong and West River.

Steamship Co. Vashim ; 1st class, 12,460 tons, 3b guns, 14,000 Fuji, 1st class, 12,450 tons, 38 guns, 14,000 Lil. American lorcha. Wuchow, British steamer, R. D. Thomas,-Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200

Co., J. M. & Co. and B. & S. Santshui, British steamer, Dixon,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S. =

Lorchas and Schooners. Kutsing, lorcha, 160; Reynolds, Hongkong to Canton,-Hung Kum Sing.

Plast Office

For Swatow, Amoy and Tamsui-Per Formosa to-morrow, the 20th instant, at 9 A.M. For Europe, &c., India, via Tuticorin-Per Marsilla to-morrow, the 20th inst,, at 11 A.M. For Nagasaki, Kobe and Yokohama-Per

For Saigon-Per Quarta to morrow, the 20th instant, at 3 P.M. For Shanghai, Yokohama and Kobe-Per Westphalia to-morrow, the 20th inst., at 4 P.M. For Kobe, Yokohama, Honolulu, San Diego

Honolulu and San Francisco-Per Coplic tomorrow, the 20th instant, at 5 P.M. For Swatow, Amoy and Tamsui-Per Maid. guru Maru to-morrow, the 20th inst., at 5 P.M. For Shanghai-Per Woosung to-morrow, the

20th instant, at 5 P.M. For Moli, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Breconshire on Tuesday, the 23rd instant, at 11 A.M.

Akitsushima, protected cruiser, 1st class, at the 23rd instant, at 3 P.M. For Singapore, Penang and Bombay-Per Bisagno on Wednesday, the 24th instant, at Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.,

Yasyama, 3rd class 1,600 tons, to guns, 5,630 For Europe, &c., India, via Tuticorin-Per Karlsruhe on Wednesday, the 24th Instant, at: Tsukushi, 3rd class, 1380 tons, 12 guns, For Samshui and Wuchow-Per Wuchow

on Wednesday, the 24th instant, at a P.M. For Samshul and Wuchow Per Wuchow on Monday, the 29th instant, at 4 P.M. For Shanghai, Nagaraki, Kobe, Yokohama Vistoria. B.G. and Vancouver Per Empressof

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O-hima, 640 tons, 10 guns, 1,200 h.p., at Sascho. Akagi, 620 tons, 10 guns, 700 h.m., at Kure. Atago, 620 tons, 10 guns, 700 h.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chiokai, 620 tons, 10 guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Saseho. Idvaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p.

Gun-boats.

Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat.

Taisuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats. Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kure. Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan. 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

7 boats (Kobe), 56 torfs, 2 torpedo-tubes, 525 1 boat (Normand), 75 tons, 2 torpedo-tubes,

boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p. boats (Yarrow), 40 tons, 3 torpedo-tubes,

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p

Miscellaneous. Tokiwa, at Yokosuka.

Fuso, at Kure. Naniwa, at Yokosuka. Rinjo, armoured cruiser, 2,530 tons, 10 guns,

800 h.p. (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjin, sailing-ship, 877 tons, 6 guns.

Tsukuba, wooden screw steamer, 1,989 tons, to guns, 520 h.p., at Edajima. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, at

(used as training ship.)

Yokosuka. (used as a hulk.) Jingei wooden paddle steamer, 1,465 tons, 2

small guns. (used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LORCHAS. Falshan, British steamer, 1,425, J. Dick,-Hongkong, Canton, and Macao Steamboat

Ho-nam, British steamer, 1,377, H. D. Jones,

-- Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macho Steamboat

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,--- Tai

Pak Kong, British steamer,-Kwong Wan S.S. Kong Nam, British steamer,-Chinese Owned. Hongkong and Macao.

On Steamship Co.

Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co. Macao and Canton.

Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 583, Holmes,-China Merchant Steam Navigation Co. Canton and West River.

Lungshan, British steamer, 141, Morrison,-

City of Whampoa, Chinese steamer, 40,-Ah

Saikong, British Steamer, 259, Kwong Wang Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Hongkong, Canton and Macao Steamboat

. A Mail will close :--

Akashi, protected cruiser, 1st class, 2,800 tons, Kasuga Maru to-morrow, the 20th instant, at For Manila—Per Sunghlang to morrow, the 20th instant, at 3 P.M.

> and San Francisco-Per Carlisle City tomorrow, the 20th instant, at 5 P.M. For Shanghai, Nagasaki, Kobe, Yokohama,

For Manila-Per Loongsang on Tuesday, &

India on Wednesday, the 14th Fab, at 151 AU.

Kalmon, 1,360 tone, 10 guns, 1,125 h.p., at | FORHES SKERTCHLY, at No. 50 Queen's Road Central, in the City of Victoria, Hong-Amagi, 1,030 tone, 13 gune, 720 h.p., Yokosuka. kong.